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ARMY REGULATIONS, INDIA.

VOLUME X.

PASSAGES.

ARMY CIRCULAR.

MILITARY DEPARTMENT.

Simla, 15th August 1899.

Transport.

Clause 114.

Regulations for the transport of troops by sea, rail, river, and road.

In supersession of clause 90, Indian Army Circulars, 1899, the Government of India have sanctioned the final issue of a revised edition of Volume X, Army Regulations, India.

The new book will be distributed by the Superintendent of Government Printing, India, when ready, in accordance with a list furnished to him.

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VOLUME X.

PASSAGES.

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VOLUME X.

PASSAGES.

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ARMY REGULATIONS, INDIA.

VOLUME X.

Statement showing disposal of the various paragraphs of India Army Regulations, Volume X, 1888 Edition, during revision.

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11	——	Cancelled—G. O. 65 of 1894.
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15 } 16 }	Blanks.	
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20	——	Cancelled—G. O. 36 of 1892.
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42	236 (i) (*a*) (*b*) and (*c*).	

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Corresponding paragraphs.		Remarks.
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43	236 (i) (*c*) and (*d*)	
43A	236 (i) (*e*)	
43B	236 (iii) (*a*) and (*b*)	
44	236 (ii)	
45	236 (iv) (*a*)	
45A	236 (iv) (*e*)	
46	——	Cancelled—G. O. 36 of 1892.
47	236 (iv) (*c*)	
48	236 (iv) (*b*)	
49	236 (iv) (*d*)	
50	——	Cancelled—G. O. 41 of 1895.
50A	236 (iv)	
51	236 (iv)	
51A	236 (iv) and (v)	
52	236 (v)	
53	236 (v) (*a*)	
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59	236 (v) (*b*)	
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61, 62	——	Cancelled—G. O. 4 of 1898.
63	236 (vi) (*a*) and (*c*), (vii) (*a*)	
64	177	
65	232 (v) (vi) and (vii)	
66, 67, 68, 69	——	Omitted as contained in the marine regulations, volume II, paras. 101-104.
70	237	
71	——	Omitted as covered by marine regulations, volume II, para. 106.
72	——	Omitted as being in conflict with marine regulations, volume II, paras. 209-244.
73	——	Omitted as provided for in marine regulations, volume II, para. 106.
74	236 (vii) (*c*)	
75	236 (vii) (*d*)	
76	236 (vii) (*e*)	
77	236 (vii) (*f*)	

Statement showing disposal of the various paragraphs of India Army Regulations, Volume X, 1888 Edition, during revision—contd.

Corresponding paragraphs.		Remarks.
Part I, Old Edition.	New Edition.	
78 } 79 }	——	Omitted as having been entered by the revising officer in the 1882 edition. Authority for doing so being untraceable.
80	236 (v)	
81	236 (vi) (*b*)	
82	236 (iv)	
83	236 (vi)	
84	——	Omitted, contained in marine regulations; volume II, para. 105.
85	——	Expunged—G. O. 34 of 1891.
86	236 (vi)	
87	236 (iv)	
88	236 (v)	
88A	236 (v) and (v) (*b*)	
89	——	Omitted as obsolete.
90	125 (iii) (*b*)	
91	107	Portion omitted as obsolete.
92	——	Cancelled—G. O. 26 of 1892.
93	57	
94	324	
95	325	
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97	327	
98	328	
99	329	
100	310	
101	331	
102	——	Cancelled—G. O. 36 of 1892.
103	332	
103A	333	
104 } 105 } 106 } 107 }	——	Cancelled—G. O. 36 of 1892.
108	334	
109	335	
110	336	
111	337	
112	——	Cancelled—G. O. 18 of 1890.
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120	345	

Statement showing disposal of the various paragraphs of India Army Regulations, Volume X, 1888 Edition, during revision—contd.

Corresponding paragraphs.		Remarks.
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121	——	Omitted as covered by para. 83, "Regulations for the conveyance of troops on Her Majesty's troop-ships," 1883 edition.
122	302	
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140	380	
141	381	
142	382	
143	383	
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147	387	
148	388	
149	389	
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153	399	
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155	401	
156	402	
157	403	
158	——	Omitted as obsolete.
159	404	
160	405	
161	406	
162	407	
163	408	
164	409	
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166	411	
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Statement showing disposal of the various paragraphs of India Army Regulations, Volume X, 1888 Edition, during revision—contd.

Corresponding paragraphs.		Remarks.
Part I, Old Edition.	New Edition.	
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179	40	
180	10	
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203	67	
204	68	
205	69	
206	70	
207	71	
208	72	
209	73	
210	74	
211	75 and 76	
212	77	
212(i)	77 (i)	
212(ii)	77 (ii)	
212(iii)	77 (iii)	
212(iv)	77 (iv)	
212(v)	77 (v)	

Statement showing disposal of the various paragraphs of the Army Regulations, Volume X, 1888 Edition, during revision—

Corresponding paragraphs.		Remarks.
Part I, Old Edition.	New Edition.	
212 (vi)	77 (vi) and 91 (vi)	
212 (vii)	77 (vii)	
212 (viii)	77 (viii)	
212 (ix)	77 (ix)	
212 (x)	77 (x)	
212 (xi)	77 (xi)	
212 (xii)	77 (xii)	
212 (xiii)	77 (xiii)	
212 (xiv)	77 (iii)	Omitted as being provided for in clause (iii) of same para
212 (xv)	77 (xiv)	
212 (xvi)	77 (xv)	
212 (xvii)	77 (xvi)	
212 (xviii)	77 (xvii)	
212 (xix)	77 (xviii)	
212 (xx)	77 (xix)	
212 (xxi)	77 (xx)	
212 (xxii)	77 (xxi)	
212 (xxiii)	77 (xxii)	
213	78	
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216	81	
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218	84	
219	85	
220	86	
221	87	
222	88	
223	89	
224	90	
224A	83	
225	91	
226	91 (v) to (xiii)	
227	92	
Heading to		
228	93	
228	95	
228 (i)	95 (i)	
228 (ii)	95 (i) and (iii)	
228 (iii)	95 (iii)	
228 (iv)	95 (vi)	
228 (v)	95 (iv)	
228 (vi)	95 (vii)	
228 (vii)	95 (viii)	
228 (viii)	95 (ix)	
228 (ix)	96 (i)	
228 (x)	95 (x)	
229	5 and 6	
230	95 (iv) (*b*) and (*c*)	
231	60	

Statement showing disposal of the various paragraphs of India Army Regulations, Volume X, 1888 Edition, during revision—contd.

Corresponding paragraphs.		Remarks.
Part I, Old Edition.	New Edition.	
232	54	
233	55	
234	56	
235	104	
235 Foot-note.	102 Foot-note.	
235 (i)	104 (i)	
235 (ii)	104 (ii)	
235 (iii)	104 (iii)	
235 (iv)	104 (iv)	
235 (v)	104 (v)	
236	106	
237	107	
238	108 and 273	
239	277	
239A	105	
240	116	
241	117	
242	118	
243	119 and 120	
244 to 299	—	Blank numbers. Cancelled—G. O. 26 of 1892.
300	129	
301	125 (iii)	
301A	125 (iii) (*a*)	
302	125 (ii)	
303	125 (i)	
304	125 (ii)	
305	—	Cancelled—G. O. 51 of 1894.
306	125 (i) and 132	
307	125 (i) and 132 (ii)	
308	133	
309		
310	132	
311	125 (iii) (*b*), 135 (i) and 135 (ii) (*b*).	
311A	125 (vi) and (vii)	
312	125 (v) (*c*)	
313	125 (v)	
314	125 (v) (*b*)	
315	135 (ii) (*a*)	
315A	125 (ix) and 135 (iii).	
316	127	
317	134	
318	128	
319	136	
320	138 (*b*)	

Statement showing disposal of the various paragraphs of India Army Regulations, Volume X, 1888 Edition, during revision (contd

Corresponding paragraphs.		Remarks.
Part I. Old Edition.	New Edition.	
321 } 322 }	138	
323	135 and 270	Last two lines regarding mess ng becomes a foot-note to para. 270.
324	135	
325	130	
326	6	
327	126	
328	190 (ii) and (iii)	
328A	139	
329	140	
330	146 (xii)	
331	161	
332	162	
333	147	
334	236 (v)	
335	148 (i)	
335A	149	Last sentence omitted as m re appropriately placed in volume VI.
336	148 (ii) and (iii)	
337	146 (xiii)	
338	——	Omitted as provided for in army regulations, India, volume I, part I. Clause (*d*) is obsolete—*vide* India army circular, clause 176 of 1881.
339	177	
340	146 (i) and (vii)	
341	164	
342	165	
343	166	
344	146 (vi)	
345	146 (viii) and 153 (i).	
346	168	
347	169	
348	170	
349	169 (*b*) and (*c*)	
350	169 (*c*)	
351	169 (*d*)	
352	171	
352A	141	
353	146 (ix) and 153 (i).	
354	184	
355	149A	
356	172	
357	173	
358 } 359 } 360 } 361 } 362 }	174	
	146 (ix) (*d*) (*e*) and (*f*)	

Statement showing disposal of the various paragraphs of India Army Regulations, Volume X, 1888 Edition, during revision—contd.

Corresponding paragraphs.		Remarks.
Part I, Old Edition.	New Edition.	
362A	146 (v) and 153 (ii).	
363, 364	153 (xiv)	
365	195	
366	146 (xv) and 153 (xvi)	
367	——	Cancelled—G. O. 70 of 1890.
368	153 (i) and (x)	
369	151	
370	153 (ii)	
371, 372, 373	153 (viii)	
374	178	
374 (*a*)	178 (*a*)	
374 (*b*)	178 (*b*)	
374 (*c*)	178 (*b*)	
374 (*d*)	178 (*c*) and (*d*)	
374 (*e*)	178 (*b*)	
374 (*f*)	178 (*f*)	
375	178 (*e*)	
376	153 (ix)	
377	153 (i) (*e*) and (viii)	
378	153 (i) (*c*) and (*e*)	
379	153 (xi)	
380	175	
381	179 and 180	
382	176	
383	153 (xv)	
384	——	Omitted, covered by para. 1206, army regulations, India, volume I, part I.
385	153 (x) (*d*) and (*f*)	
385A	153 (x) (*b*)	
386	153 (x) (*f*)	Portion of para. omitted as covered by para. 1660, army regulations, India, volume I, part I.
387	153 (x) (*e*)	
388	181	
389	153 (x) (*g*)	
390	153 (x) and 181	
391	153 (xiii) (*a*) and (*b*)	
392	153 (xiii) (*c*)	
393, 394, 395, 396, 397	——	Omitted as covered by paras. 1333-39, army regulations, India, volume I, part I.
398	154 and 9	

Statement showing disposal of the various paragraphs of India Army Regulations, Volume X, 1888 Edition, during revision—contd.

Corresponding paragraphs.		Remarks.
Part I, Old Edition.	New Edition.	
399	154	
399 A		
399 B		
400		
401	153 (xii)	
401 A	150	
402	183	
403	——	Omitted as obsolete.
404		
405	57	
406		
407	——	Cancelled—G. O. 26 of 1892.
408	57	
409	——	Cancelled—G. O. 34 of 1891.
410	308	
411	182	
411 (*h*)	153 (iv)	
412	197	
413 (i) and (iii)	206 (i)	
413 (ii)	206 (i) (*a*)	
414	206 (iv) (vi) and (vii) and 9.	
415	206 (vi)	
416	206 (v)	
417	——	Cancelled—G. O. 106 of 1890.
418	211 (xiv)	
418 A	211 (xiii)	
419 (i)	206 (iv), 208 (ii), 213 (ii) and 9.	Reference to rations omitted as covered by paras. 2134 to 2155, army regulations, India, volume V.
419 (ii)	211 (vi), 215 (iv) and 9.	
419 (iii)	211 (vii), 215 (v) and 9.	
419 (iv)	206 (ix) (*b*), 213 (viii) and 9.	
419 (v)	211 (viii) and 9	
419 (vi)	215 (vi)	
419 (vii)	206 (x)	
419 (viii)	211 (xii)	
419 (ix)	211 (xv) and 9.	
419 (x)	191 (iii), 215 (vii) and 9.	
419 (xi)	215 (viii) and 9	
420	——	Cancelled—G. O. 106 of 1890.
421		
422	204 and 212	
423	——	Cancelled—G. O. 106 of 1890.

Statement showing disposal of the various paragraphs of India Army Regulations, Volume X, 1888 Edition, during revision—contd.

Corresponding paragraphs.		Remarks.
Part I, Old Edition.	New Edition.	
424	207 (i) (*d*)	
424 A	207 (i) (*e*)	
425	207 (i) (*a*), 213 (xiii)	
426	201 (vii), 203 (ii), 206 (viii), 211 (xv) and 9	
427	190 (i), 193 (ii)	
428	190 (ii)	
429	191	
430	189, 190 (iv)	
431	194 (ii)	
432	194 (iii)	
433	201 (i), 203 (i) (*b*)	
434	203 (i), 211 (i), 215 (i)	
435	203 (iii) (*a*) (*b*) and (*c*), 211 (ii) (*a*) and (*b*), 211 (iii), and 215 (iii) (*a*) (*b*) and (*c*)	
436	211 (iii)	
437	213, 213 (ii) (*d*) and 9	
437 (*a*)	213 (i)	
437 (*b*)	213 (ii)	
437 (*c*)	213 (ii) (*b*)	
437 (*d*)	213 (vii)	
437 (*e*)	213 (iii)	
437 (*f*)	206 (vi) and (vii)	
437 (*g*)	207 (ii), 200 (vii), 206 (i) (*f*), 213 (ii)	Reference to free provisions covered by para. 2136 (*g*), A. R. I., volume V.
437 (*h*)	153 (i) and (ii), 151 and 211 (i) and (v)	
437 (*i*)	207 (ii)	
438	——	Cancelled—G. O. 18 of 1890.
438 A	207 (iii)	
438 B	——	Omitted as covered by para. 2136 (*h*), A. R. I., volume V.
438 C	211 (i)	
438 D	213 (iv) and 215 (ix)	
439	217 (ii)	
440	217 (ii) (*a*)	
441	217 (ii) (*b*)	

Statement showing disposal of the various paragraphs of Indian Army Regulations, Volume X, 1888 Edition, during revision—contd.

Corresponding paragraphs.		Remarks.
Part I, Old Edition.	New Edition.	
442	*	*Omitted with reference to orders in M. D. 914, C, dated 16th June 1899.
443	*	
444	Note in body of column 3, para. 217 (ii)	
445	—	Omitted from revised Edition. Covered by para. 822, army regulations, India, volume I, part I.
445 A	217 (i) (*d*)	
446	217 (i)	
446 A	217 (i) and note (*c*)	
447	217 (i)	
448	217 (i) and note (*b*)	
449	217 (i) and note (*b*)	
450	217 (i)	
451	217 (i) (heading) and note (*a*)	
451 A	216	
452 (Note on page 98)	221, note (*c*) (iii)	
452 (Note (*a*) on page 97)	222	
452 (Note (*a*) on page 98)	221	
453	222	
454	221	
455	220, 221	
456	221 (*c*) (iv)	
457	—	Cancelled—G. O. 90 of 1890.
458	Blank number.	
459	220	
460	299	
461	300	
462	301	
463	302	
464	303	
465	216	
466	223, also note in column 3 108 of same para.	

Statement showing disposal of the various paragraphs of India Army Regulations, Volume X, 1888 Edition, during revision—contd.

Corresponding paragraphs.		Remarks.
Part I, Old Edition.	New Edition.	
466A	223	
467	223	
468	223	
469	95 (iv) (*a*), 223 note (*a*)	
470	238	
471	239	
472	240	
473	241	
474	242	
475	223	
476		
477		
478		
479	229	
480	229, note (*f*)	
481		
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483		
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485	244	
485A	245	
486	246	
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489	250	
490	251	
491	252	
492	253	
492A	254	
493	255	
494	256	
495	257	
496	258	
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498	260	
499	223, note (*h*)	
500	223, note (*i*)	
501		
502	223	
503	223 and 229	
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Statement showing disposal of the various paragraphs of India Army Regulations, Volume X, 1888 Edition, during r[illegible]

Corresponding paragraphs.		[illegible]
Part I. Old Edition.	New Edition.	
507	229,	
508	224 and 227	
509	—	Cancelled—G. O. [illegible] of 18[illegible]
510	262	
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512	264	
513	265	
514	266	
515	267	
516	268	
517	269	
518	270	
519	271	
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526	279	
527	280	
528	281	
529	282	
530	283	
531	284	
532	285	
533	286	
534	287	
535	288	
536	289	The footnote has been omitted as partially out of date; besides, the ranks mentioned therein are all either departmental or regimental warrant officers and are provided for in the para. itself.
537	—	Cancelled—G. O. 44 of 1896.
538	—	Cancelled—G. O. 66 of 1897.
539	291	
540	292	
541	293	
542 to 561	—	Cancelled—G. O. 26 of 1892.
562 563	—	Cancelled—G. O. 4 of 1898.
564	295	
565	296	
566	297	
567	298	

Statement showing disposal of the various paragraphs of India Army Regulations, Volume X, 1888 Edition, during revision—contd.

Corresponding paragraphs.		Remarks.
Part II, Old Edition.	New Edition.	
1	636	
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3	638	
4	639	
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8	643	
9	644	
9 A	645	
10	646	
11	647	
12	648	
13	663	
14	664	
15	665	
16	666	
17	667	
18	668	
19	669	
20	670	
21	671	
22	672	
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30	680	
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33	683	
34	684	
35	685	
36	686	
37	687	
38	688	
39	690	
40	691	
41	692	
42	693	
43	694	
44	695	
45	696	
46	689	
47	—	Cancelled—G. O. 51 of 1891.
48		
49		

Statement showing disposal of the various paragraph of Indian Army Regulations, Volume X, 1888 Edition, during revision.

Corresponding Paragraphs.		Remarks.
Part II, Old Edition.	New Edition.	
50	697	
51	698	
52	699	
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83	659	
84	660	
85	661	
86	662	
87	721	
88	550	
89	551	
90	720	
91	724	
92	729	
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94	730	
95	731	
96	723	
97	725	
98	732	
99	733	

Statement showing disposal of the various paragraphs of India Army Regulations, Volume X, 1888 Edition, during revision—contd.

Corresponding paragraphs.		Remarks.
Part II, Old Edition.	New Edition.	
100	734	
101	735	
102	736	
103	737	
104	738	
105	739	
106	740	
107		
108	727	
109	223 and 741	Note (*e*) on page 24 omitted, as hospital assistants draw batta and pay for their baggage.
110	742	
111	722	
112	728	
113	719	
114	—	Omitted, being same as para. 124, A. R. I., volume I, part II.
115	744 and 756	
116	—	Cancelled—G. O. 65 of 1892.
117		
118		
119		
120	229	
121		
122	—	Cancelled—G. O. 65 of 1892.
123	223 and 613	
124	—	Cancelled—G. O. 65 of 1892.
125		
126		
127	—	Cancelled—G. O. 90 of 1890.
128	—	Cancelled—G. O. 65 of 1892.
129		
130		
131	743	
132	745	
133	746	
134	747	
135	748	
136	—	Cancelled—G. O. 60 of 1891.
137	749	
138	750	
139	751	
140	752	
141	753	
142	754	
143	755	
144	—	Cancelled—G. O. 65 of 1892.
145	153 (i) and (iii) and 615	

Statement showing disposal of the various paragraphs of India Army Regulations, Volume X, 1888 Edition, during revision—contd.

Corresponding paragraphs.		Remarks.
Part II, Old Edition.	New Edition.	
146	230	
146A	231	
147	216	
148	232	
149	233	
150	234	
151	757	
152	758	
153	759	
154	760	
155	761	
156	762	
157	763	
158	764	
159	765	
160	766	
161	767	
162	768	
163	769	
164	770	
165	771	
166	772	
167	773	
168	774	
169	775	
170	776	
171	777	
172	778	
173	779	
174	780	
175	781	
176	782	
177	783	
178	784	
179	785	
180	786	
181	787	
182	788	
183	789	
184	790	
184A	791	
185	792	
186	793	
187	794	
188		
189	795	Cancelled—G. O. 89 of 1890.
190	796	
191	797	
192	798	
193	799	
194	800	

Statement showing disposal of the various paragraphs of India Army Regulations, Volume X, 1888 Edition, during revision—contd.

Corresponding paragraphs.		Remarks.
Part II, Old Edition.	New Edition.	
195	479	
196	4, 481 and 483	
196A	480	
197	453	
198	454	
199	498	
200	514	
201	485	
201 (i)	485 (i)	
201 (ii)	485 (ii)	
201 (iii)	485 (iii)	
201 (iii) (*a*)	485 (xxvii)	
201 (iii) (*b*)	485 (xxviii)	
201 (iv)	485 (iv), 413 (vi) and 605 (ii)	
201 (iv) (*a*)	485 (v), 413 (vii) and 605 (iii)	
201 (v)	485 (vi)	
201 (vi)	485 (vii), 413 (v) and 605 (iv)	
201 (vii)	485 (viii)	
201 (viii)	485 (ix)	
201 (ix)	485 (x)	
201 (x)	485 (xi)	
201 (xi) (*a*)	485 (xii)	
201 (xi)	485 (xiii)	
201 (xii)	485 (xiv)	
201 (xiii)	485 (xv)	
201 (xiv)	485 (xvi) and 413 (xi)	
201 (xv)	413 (xii)	
201 (xvi)	485 (xvii), 413 (xiii) and 605 (vi)	
201 (xvii)	485 (xviii)	
201 (xviii)	485 (xix)	
201 (xix)	485 (xx), 413 (viii) and 605 (vii)	
201 (xx)	485 (xxi), 413 (ix) and 605 (viii)	
201 (xxi)	485 (xxii)	
201 (xxi)(*a*)	485 (xxv)	
201 (xxii)	485 (xxiii)	
201 (xxiii)	485 (xxiv) and 605 (ix)	
201 (xxiv)	485 (xxvi) and 605 (x)	
202	499	
203	500	
204	513	

Statement showing disposal of the various paragraphs of India Army Regulations, Volume X, 1888 Edition, during revision—contd.

Corresponding paragraphs.		Remarks
Part II, Old Edition.	New Edition.	
205	518 and 519	
206	520	
207	521	
208	508	
209	525	
210	523	
211	524	
212	526	
213	527	
214	534	
215	535	
216	504	
216A	505	
217	518	
218	—	Cancelled—G. O. 6 of 1892.
219	515	
220	516	
221	517	
222	522	
223	501	
224	502	
225	—	Cancelled—G. O. 41 of 1895.
226	506	
227	507	
228	503	
229	455	
229A		
230		
230A		
231		
232		
233		
234	456 and 457	
235	—	Cancelled—G. O. 41 of 1895.
236	—	Cancelled—G. O. 90 of 1890.
237	455	
238		
239		
240		
241	482, 488, 491 and 492	
242	486	
243	487	
244	488	
245	489	
246	23	
247	24	
248	25	
249	496	
250	495	

Statement showing disposal of the various paragraphs of India Army Regulations, Volume X, 1888 Edition, during revision—contd.

Corresponding paragraphs.		Remarks.
Part II, Old Edition.	New Edition.	
251	493, 494	
252	497	
253	530	
254	531	
255	532	
256	527	
257	528	
258	544	
259	555	
260	546	
261	547	
262	548	
263	549	
264	550	
265	542	
266	543	
267	481	
268	536, 537, 538	
269	540	
270	541	
271	455	
272	58	
273	552	
274	553	
275	554	
276	555	
277	556	
278	557	
279	558	
280	559	
281	560	
282	561	
283	562	
284	563	
285	564	
286	565	
287	566	
288	567	
289	568	
290	569	
291	570	
292	571	
293	572	
294	573	
295	574	
296	575	
297	576	
298	577	
299	578	
300	579	

Statement showing disposal of the various paragraphs of India Army Regulations, Volume X, 1888 Edition, during revision—contd.

Corresponding paragraphs.		Remarks.
Part II, Old Edition.	New Edition.	
301	580	
302	581	
303	582	
304	583	
305	584	
306	585	
307	586	
308	587	
309	588	
310	589	
311	590	
312	591	
313	592	
314	593	
315	594	
316	595	
317	596	
318	597	
319	598	
320	599	
321	600	
322	601	
323	602	
324	603	
325	604	
326	223, 229, 230 and 493 (iii)	
327	458	
328	459	
329	248	
330	460	
331	461	
332	462	
333	463	
334	464	
335	465	
336	466	
337	467	
338	468	
339	469	
340	470	
341	471	
342	472	
343	473	
344	474	
345	475	
346	476	
347	477	

Statement showing disposal of the various paragraphs of India Army Regulations, Volume X, 1888 Edition, during revision—contd.

Corresponding paragraphs.		Remarks.
Part II, Old Edition.	New Edition.	
348		
349		
350		
351	—	Cancelled—G. O. 41 of 1895.
352		
353		
354		
355	224 and 225	
356	224	
356A	216	
356B	—	Omitted as provided for in field service equipment tables.
356C	—	
357	217 I and II	
358	217 II	
359	217 II	
360	217 I	Provision for money allowance and free rations omitted as covered by para. 1262, A. R. I., volume I, part I.
361	217 II, note (*l*)	
362	217 II, note (*k*)	
363	533	
364	221 and 222	
365	222	
366	221	
367	—	Cancelled—G. O. 90 of 1890.
368	—	
369	222	
370	222	
371	222	
372	—	Cancelled—G. O. 90 of 1890.
373		
373A		
373B		
374	221	
375		
375A		
376		
377	509	
378	510	
379	221	
380	219	
381	511	
382	512	
383		
384	221	
385	221	
386	221	
386A	413	
387	417	
388	223	

Statement showing disposal of the various paragraphs of India Army Regulations, Volume X, 1888 Edition, during revision—contd.

Corresponding paragraphs.		Remarks.
Part II, Old Edition.	New Edition.	
389	451	
390	452	
391	414	
392	422	
393	423	
394	419	
395	421	
396	223	
397	417	
398	417 (IV)	
399	417 II	
400	417 (VI)	
401	440	
402	447	
403	448	
404	449	
405	441	
406	420	
407	442	
408	443	
409	427	
410	429	
411	431	
412	432	
413	433	
414	434	
415	428	
416, 417, 418	—	Cancelled—G. O. 57 of 1892.
419	435	
420	430	
421	—	Cancelled—G. O. 6 of 1892.
422	445	
423	444	
424	446	
425	416	
426	450	
427	270 and 424	
428	425	
429	426	
430, 431	—	Cancelled—G.O. 83 of 1892.
432	436	
433	437	
434	438	
435	439	
436	223	
437	224	
438	216 and 226	

Statement showing disposal of the various paragraphs of India Army Regulations, Volume X, 1888 Edition, during revision—contd.

Corresponding paragraphs.		Remarks.
Part II, Old Edition.	New Edition.	
439	418	
440	223	
441	223	
442, 443, 444, 445	217 II	
446	221	
447	—	Cancelled—G. O. 6 of 1892.
448	211 (*b*)	
449	—	Omitted as covered by para. 110, volume I, part II.
450	—	" " 111, " "
451	415	
452	102 and 608	
453	606	
454	77 (v) and (xiii) and 95 (i) (*c*)	Clause (*a*) omitted as obsolete.
455	—	Cancelled—G. O. 13 of 1893.
456	—	Omitted as obsolete.
457	—	Cancelled—G. O. 63 of 1893.
458	609	
459	217, 223, and 613	
460	223 and 613	
461	615	Cancelled—G. O. 68 of 1895. Reference to "Moochi" retained in para. 615 of revised edition.
462	191 (i) and 613	
463	—	Cancelled—G. O. 6 of 1891.
464	—	Omitted as unnecessary, being now noted on the warrant.
465, 466	—	Cancelled—G. O. 70 of 1890.
467	Appendix XVII	
468	613	Para. 468 was cancelled by G. O. 65 of 1892; part has been retained as necessary in para. 613 of revised edition.
469	614 and 615	
470	146 (1) (*a*), 616 and 617	Footnote omitted as bringing it up to date would entail the addition of a lengthy list of private agencies. The information is besides contained in the "Scales of dâk in India." (G. O. 20 of 1898.)
471	618	
472	217, 223 and 614	
473	223	
474	619	

Statement showing disposal of the various paragraphs of India Army Regulations, Volume X, 1888 Edition, during revision—contd.

Corresponding paragraphs.		Remarks.
Part II, Old Edition.	New Edition.	
475	620	
476	621	
477	622	
478	623	
479	624	
480	625	
481	626	
482	627	
483	628	
484	629	
485	630	
486	631	
487	632	
488	213 (i) (*a*)	
489	206 (i)	
490	633	
491	634	
492	635	
493	610	
494	11	
495	12	
496	——	Cancelled—G. O. 26 of 1892.
497	13	
498	14	
499	——	Cancelled—G. O. 60 of 1895.
500	16	
501	8 and 493	
502	17	
503	18	
504	19	
505	20	
506	21	
507	62	
508	5	
509	15	
510	26	
511	27	
512	28	
513	50	
514	51	
515	52	
516	53	
517	101	
517A	144	Certificate omitted and republished as India army form R. 519.
518(i)	94 (i)	
518(ii)	94 (ii)	
518(iii)	94 (iii)	
518(iv)	94 (iv)	
518(v)	94 (v)	

Statement showing disposal of the various paragraphs of India Army Regulations, Volume X, 1888 Edition, during revision—contd.

Corresponding paragraphs.		Remarks.
Part II, Old Edition.	New Edition.	
518(vi)	94 (vi)	
518(vii)	94 (vii)	
518(viii)	94 (viii)	
518(ix)	94 (ix)	
518(x)	94 (x) and 95 (i) (*a*)	
518(xi)	94 (xii)	
519(i)	94 (xi) and 95 (i)	
519 (ii)	90, 95 (ii)	
519 (iii)	95 (iii)	
519 (iv)	95 (iv)	
519 (v)	95 (v) and 125 (viii)	
519 (vi)	95 (vii)	
519A	96	
519B	97	
519C	98	
519D	99	
519E	100	
520	113	
520A	110	
520B	111	
520C	112	
520D	114	
520E	115	
521	102	
522	103 (i)	
523	103 (ii) (*a*)	
524	116, 217, 223, 455 and 613	
525 to 569	——	Cancelled—G. O. 26 of 1892.
570	125 (viii)	
571	125 (i), (ii), (iii) and (vi) and 135 (i) and (ii)	
572	125 (i), (ii) and (iii) and 135 (ii)	
573	125 (ii) and (iii) and 135 (ii)	
574	122	
575	122 and 455	
576	123	
577	——	Cancelled—G. O. 34 of 1891.
578	217	
579	124 and 143	
580	——	Blanks.
581	——	
582	135 (i)	

Statement showing disposal of the various paragraphs of India Army Regulations, Volume X, 1888 Edition, during revision—contd.

Corresponding paragraphs.		Remarks.
Part II, Old Edition.	New Edition.	
583	135 (i) (*c*)	
584	131	
585	129	
586	125 (vi)	
587	125 (ix)	
588	130	
589	142	
589A(*a*)	146 (i) (*d*)	
589A(*b*)		
589A(*c*)	153 (i) (*g*) and 607	
589A(*d*)		
589A(*e*)	146 (i) (*e*)	
589A (*f*)	7	
589A (*g*)	153 (i) (*h*)	
589A (*h*)	148 (iv)	
590	185	
591	7, 189, 194 (i) and 455	
592	189 and 189 (*a*)	
593 I, II and III	190 (iv) and (v), 192 (i) and (ii), 194 (ii) and (vi)	
593 III(*a*)	190 (i) (*b*)	
593 (*b*)	190 (i) (*b*), 190 (vi) and 193	
593 (*c*)	190 (vi), 217 and 612	
593 (*d*)	——	Cancelled—G. O. 6 of 1891.
593 (*e*)	194 (iii) (*c*)	
593 (*f*)	190 (ii), 190 (iii), 194 (ii) (*a*), 194 (vii)	
593 (*g*)	194 (iii) and (viii)	
594	194 (ii) (*c*)	
595	188, 217, 223 and 455	
596	——	Cancelled—G. O. 4 of 898.
596 (*a*)		
597	187, 194 (v) and 455 (vi)	
598	186	
599	194 (v i)	
599A	196	
600	146 (i) (*b*)	
601	——	Omitted as covered by para. 347, A. R. I., volume V.
602	——	Cancelled—G. O. 13 of 1893.
603	146 (xii) and 153 (xiv)	

Statement showing disposal of the various paragraphs of India Army Regulations, Volume X, 1888 Edition, during revision—contd.

Corresponding paragraphs.		Remarks.
Part II, Old Edition.	New Edition.	
604	125 (xi) and 146 (vi)	
605	137 and 150 (ii)	
606	125 (xi) and 146 (v)	
607	146 (x)	
608	146 (i) and (i) (*f*)	
609	146 (i)	
610	148 (i)	
611	146 (i) (*a*)	
612	228, 417 (III) and 455	
613	608	
614	146 (ii)	
615	146 (iv) and (xiii), 153 (v) and 206 (ii)	
616	149A	
617	169 and 170	
618	146 (iii)	
619	146 (vi), (ix) and 153 (i)	
620	146 (vi)	
621	146 (xi)	
622	126 and 147	
623	146 (i) (*c*)	
624	146 (ix), 153 (i)	Portion regarding rations omitted as contained in army regulations, India, volume V, para. 319 (*f*).
624A	173	
625	151 and 153 (i)	
626	151	
627	153 (i) (*e*)	
628	—	Omitted as obsolete.
629	153 (viii) (*b*)	
630	153 (iv)	
631	153 (i)	
632	153 (xv)	
633	153 (vi)	
634	153 (xi)	
635	151 and 153 (i) and 178	
636	153 (i) (*c*) and (*e*)	
637	153 (i) (*f*)	
638	153 (x) and 614	
639	153 (x) (*b*) (*c*)	
639(*a*)	148 (ii) (*a*)	
639(*b*)	138 (*b*)	
640	153 (x) (*a*)	
641	153 (vii)	

Statement showing disposal of the various paragraphs of India Army Regulations, Volume X, 1888 Edition, during revision—contd.

Corresponding paragraphs.		Remarks.
Part II, Old Edition.	New Edition.	
642	153 (i) (*b*)	
643	153 (i) (*d*)	
643A	146 (xv) and 153 (xvi)	
644	154 (vii)	
645	154 (i)	
646	154 (iii) and 153	Second clause omitted as superfluous.
647	157	
648	154 (i)	
649	154 (i)	
650	158	
651	154 (iv)	
652	154 (v)	Reference to subsistence allowance omitted as contained in volume V, para. 328 (*e*).
653	154 (vi)	
654 } 655 }	——	Omitted, as the rules are contained in paras. 1334 and 1335, volume I, part I.
656	——	Omitted as covered by para. 328 (*e*), volume V.
657	154 (ii)	
658	155	
659	159	
660	151	
661 (*a*)	125 (vi) and 201 (i)	
661(*b*)	125 (x) and 201 (ii)	
661(*c*)	125 (x) and 201 (iii)	
661(*d*)	125 (x) and 201 (iv)	
661(*e*)	201 (i) (*a*) and (*b*) 2	
661(*f*)		
661(*g*)	201 (vi)	
661(*h*)	——	Omitted as unnecessary, as Native medical pupils do not belong to the service until they pass into it as sub-hospital assistants.
661(*i*)	201 (i) (*a*)	
661(*j*)	202	
662	198	
663	——	Omitted as covered by para. 1262, A. R. I., volume II.
664	199 and 213 (i) (*a*)	
665	206 (i) (*a*)	
666	197, 217, 221, 223, and 455	
667	206 (i)	
668	207 (i) and (i) (*a*)	
669	217 II	

Statement showing disposal of the various paragraphs of India Army Regulations, Volume X, 1888 Edition, during revision—contd.

Corresponding paragraphs.		Remarks.
Part II, Old Edition.	New Edition.	
670	206 (i) (*c*)	
671	201 (v), 206 (iv), (vi) and (vii)	
672	207 (iii) and 213 (xiv)	
673	207 (i) (*a*), (*b*)	
673A	207 (i) (*b*) and (*c*)	
674	207 (i) (*d*)	
674A	207 (i) (*e*)	
675	207 (ii)	Reference to subsistence allowance omitted as contained in para. 11, volume I, part II.
676	206 (i) and (ii), 223 (preamble) and 208 (iii)	
677	221, note (*h*)	
678	206 (i) (*a*)	
679	206 (viii)	
680	206 (v)	
681	206 (iii)	
682	213 (v)	
683	206 (vi) and 208 (i)	
684	206 (vi)	
685	206 (vi)	
686	206 (viii)	
687	207 (i)	
688	206 (i) (*b*)	
689	206 (i)	
690	206 (i) (*g*)	
691	206 (i) (*e*)	
691A	206 (xv)	
692	213 (vii)	
693	212, 213 (ix) (*b*)	
693A	213 (iii)	
693B	213 (vi)	
693C	213 (ix)	
694	455 (XIII)	
695	204 and 212	
696	206 (ix) (*a*) (*b*) and (*c*)	
697	206 (ix) (*c*) and (*d*) and (xi)	
697(*a*)	213 (xii)	
697(*b*)	213 (xi)	
697(*c*)	206 (xii) and (xiii)	
697(*d*)	206 (xiv)	

Statement showing disposal of the various paragraphs of India Army Regulations, Volume X, 1888 Edition, during revision—concld.

Corresponding paragraphs.		Remarks.
Part II, Old Edition.	New Edition.	
698	203 (i) and 211 (i)	
699	——	Blank number
699A	209	
700	211 (i) (*c*) and (*d*)	
701	211 (i) (*b*)	
702	211 (iv)	
703	211 (xiv)	
704	211 (xv)	
704A	211 (xiii)	
705	210 and 211 (i)	
706	211 (ii), (ii) (*c*) and (iii) and 3	
707	3, 208	
708	211 (ix)	
708A	211 (x) and 615	
709	2 and 203 (i)	
710	217 II	
711	213 (i), 215 (i), 205 and 223	
712	215 (iii), 211 (ii) and (iii) and 203 (iii)	
713	215 (i) and (ii)	
714	213 (iv) and 215 (ix)	
715	215 (x)	
716	——	
717	——	Cancelled—G. O. 13 of 1893.
718 }	——	Cancelled—G. O. 37 of 1890.
719 }		
720	49	Cancelled—G. O. 13 of 1893.

Statement showing disposal of the various Appendices of Army Regulations, India, Volume X, 1888 Edition, during its revision.

Number of Appendix.	Subject.	Disposal during revision.
	PART I.	
I.	Instructions for the information and guidance of officers proceeding from India in charge of British troops, etc.	Becomes Appendix I of new Edition. Para. XVIII omitted as unnecessary being practically contained in heading to para. 270.
II.	Embarkation and disembarkation return, India.	Removed and republished as India Army Form No. R. 509.
III.	Plan of horse, mule and elephant stalls.	Omitted, being contained in the Marine Regulations, Vol. II, Appendices XXXI and XXXII.
IV.	Nineteenth article of agreement regarding shipment of inflammable or combustible stores, etc.	Becomes Appendix XVIII of new Edition.
V.	Medical certificate regarding officers' families.	Removed and republished as India Army Form No. R. 515.
VI.	Classification of Non-Commissioned officers and men.	Becomes Appendix II of new Edition.
VII.	Detailed embarkation return .	Removed, as it is Army Form —B 142.
VIII.	Embarkation return . .	Removed, as it is Army Form —B 141.
IX.	Embarkation return of detachments.	Removed, as it is Army Form —B 126.
X.	Disembarkation return of detachments.	Removed, as it is Army Form —B 125.
XI.	Disembarkation return . .	Removed, as it is Army Form —B 135.
XII.	Departure report from Sandheads.	Removed and republished as India Army Form No. R. 506.
XIII.	Report of Military Commanding officer on disembarkation of troops from hired ships.	Removed, and republished as India Army Form No. R. 521.
XIV(*a*)	Application for contract passage.	Removed and republished as India Army Form No. R. 522.
XIV(*b*)	Contingent bill for passage money.	Removed and republished as India Army Form No. R. 505.
XIV(*c*)	Application for steamer passage of details.	Removed and republished as India Army Form No. R. 529.
XV, XVI and XVII.	Furlough on medical certificate form and certificates.	Removed, being India Army Form No. M. 324.
XVIII.	Classes of native followers attached to troops at Aden.	Expunged as unnecessary with reference to para. 215 (v) of the Revised Edition.
XIX.	Return of measurement of baggage.	Removed and republished as India Army Form No. R. 525.
XX.	Baggage note . . .	Removed and republished as India Army Form No. R. 502.

Statement showing disposal of the various Appendices of Army Regulations, India, Volume X, 1888 Edition, during its revision—contd.

Number of Appendix.	Subject.	Disposal during revision.
XXI.	Return of measurement of baggage.	Removed, being covered by addition made to India Army Form No. R. 525.
XXII.	Mess certificate . . .	Removed, being covered by Military Accounts Form 168.
XXIII.	Extracts from contract with P. and O. Company.	Becomes Appendix III of new Edition.
XXIV.	Extracts from Civil Travelling Allowance Rules.	Becomes Appendix IV of new Edition.
XXV.	Statement regarding accounts of orphan children.	Removed as rules connected with form are being transferred to Army Regulations, India, Vol. I, Part I.
	PART II.	
I.	Statement of compensation paid for damage done to crops.	Becomes Appendix XII of new Edition.
IA.	Rules for awarding compensation for damage done to crops.	Becomes Appendix XIII of new Edition.
II.	Departure report of troops .	Removed—having both been amalgamated and republished as India Army Form No. R. 501.
III.	Arrival report of troops .	
IIIA.	Memorandum of March .	Removed, being now India Army Form No. A. 27.
IV.	Statement showing the description and weight of tents in use in the three presidencies.	
		Columns.
	Statement A, pages 184 and 185.	First eight columns omitted as being contained in the Equipment tables. Column 9 omitted, as provision for it is being made in Volume V. Column 10 omitted, being contained in the Equipment tables, except for British Cavalry, Garrison and Mountain Artillery, and this the Director General of Ordnance has been asked to make provision for— Columns 11 and 12 omitted, as being contained in the Equipment tables. Column 13 covered by para. 226.

Statement showing disposal of the various Appendices of Army Regulations, India, Volume X, 1888 Edition, during its revision—contd.

Number of Appendix.	Subject.	Disposal during revision.
IV.	Statement A.—*contd.*	Column 14 included in para. 223. Column 15 included in para. 229. Columns 16 to 20 included in para. 229. Column 21 included in para. 229. *Since the 2nd line of wagons has been abolished in horse and field artillery, this column only applies to heavy batteries.* *The reference* (c) *in this column should be to* (l) *on page 186. Horse and field batteries have now only 5 bullocks each for station duties: these accompany the battery on the march, but as they have no wagons to draw, they should carry their own gear. No provision has therefore been made for carriage for their gear.* Column 22 included in para. 229. Column 23 is covered by para. 226. Column 24 is covered by para. 153 (i) and (iii.) and 615. Remaining columns expunged, G. O. 65 of 1892.
		Footnotes.
IV.	„ A. . . .	Note regarding sulleetahs, etc., omitted, as it is provided for in Army Regulations, India, Vol. III, and the Equipment tables. Note (*a*) omitted, as it is provided for in the Equipment tables. Note (*b*) omitted as obsolete. Note (*c*) omitted as the provision for it is being made in Army Regulations, India, Volume V. Note (*d*) covered by para. 226.
	Pages 186 and 187 . .	(*a*) is included in para. 229. (*b*) do. do. (*c*) do. do. (*d*) do. do. (*e*) expunged by G. O. 65 of 1892.

Statement showing disposal of the various Appendices of Army Regulations, India, Volume X, 1888 Edition, during its revision—contd.

Number of Appendix.	Subject.	Disposal during revision.
IV.	Pages 186 and 187—*contd.*	(*f*) is included in para. 229. (*g*) is included in new para. 229. (*h*) omitted as obsolete. See para. 592, Army Regulations, India, Vol. VI. (*i*) is included in paras. 223 and 229. (*k*) is included in para. 223, reference to schoolmasters and schoolmistresses omitted (Military Department 790-C., dated 30th April 1896.) (*l*) is included in para. 229. (*m*) do. do. (*n*) is included in paras. 223 and 229. (*o*) is included in para. 615.
	Statement B., pages 188, 189, and 190.	Cancelled by G. O. 90 of 1890.
	„ C., page 191	(*a*) Cancelled, G. O. 65 of 1892. (*b*) Carriage for tents, omitted as unnecessary. The loads for Government transport are given in para. 1791, Army Regulations, India, Volume V, and those for hired carriage must be regulated by local custom. The remainder of the page cancelled by G. O. 65 of 1892.
	„ C., „ 192	II is included in para. 615. III do. 229. IV do. 229. V do. 223. VI do. 229. VII do. 229. VIII do. 229. IX do. 229. X do. 229. XI do. 223. Notes are do. 223 and 229.
	„ D., „ 193	Columns 1 to 9 omitted as provided for in Equipment tables. The heading to column 6 is included in para. 223. Column 10 is covered by para. 226. Column 11 is included in para. 223. Except the allowance of 1½ camels for British Non-commissioned

Statement showing disposal of the various Appendices of Army Regulations, India, Volume X, 1888 Edition, during its revision—contd.

Number of Appendix.	Subject.	Disposal during revision.
IV.	Statement D—*contd.*	officers of Sappers and Miners, which is omitted as it does not agree with Statement "A", note (*k*), page 186. Column 12 and footnote (*b*) are included in para. 229. Columns 13, 14 and 15 and footnote (*a*) cancelled by G. O. 65 of 1892. Column 16 is included in para. 229. Note regarding sulleetahs, etc., omitted as it is provided for in Army Regulations, India, Vol. III, and Equipment tables.
	,, D., page 194 .	Footnote II is included in para. 223. The first 4 entries regarding tents, etc., omitted as provided for in the Equipment tables. 5th entry regarding arms of sick covered by para. 229. 6th and 7th entries cancelled by G. O. 65 of 1892. 8th entry omitted with reference to Military Department No. 790 C., dated 30th April 1896. Remainder of notes on this page are included in para. 229.
	,, D., pages 195-196 .	Cancelled, G. O. 90 of 1890.
	,, E., page 196 .	The entries regarding tents omitted as they are provided for in the Equipment tables. Note regarding "lascars" omitted, as provision for it is being made *in* Army Regulations, India, Vol. V.
	,, F., ,, 197 .	Columns 1 to 10 omitted, as they are provided for in the *Equipment* tables. Column 11 provided for in para. 226. Column 12 is included in para. 223. Column 13 is omitted as unnecessary. Column 14 is included in para. 229. Columns 15 and 16 cancelled, G. O. 65 of 1892.

Statement showing disposal of the various Appendices of Army Regulations, India, Volume X, 1888 Edition, during its revision—contd.

Number of Appendix.	Subject.	Disposal during revision.
IV.	Statement F—*contd.*	Column 17 omitted. These coolies are for the carriage of "Petarrahs," provided for in Army Regulations, India, Vol. VI.
	„ page 198 . .	Entries regarding tents and sulleetahs omitted, being provided for in the Equipment tables. "Arms of sick" and "necessaries" included in para. 229. Remainder of page cancelled by G. O.'s 90 of 1890 and 65 of 1892.
	„ G„ „ 199 .	Becomes Appendix V of new Edition.
V.	Special rules for the supply of carriage.	Becomes Appendix XIV of new Edition. Pages 200-B II, two lines omitted as obsolete, also statement on page 201.
VI to IX.	Indents for carriage . .	Cancelled G. O. 65 of 1892.
X.	Review transport certificate .	Removed and republished as India Army Form No. R. 533.
XI.	Indent for supplies (Bengal, Punjab and Bombay).	Removed and republished as Commissariat Form No. 15A.
XI(*a*)	Indent for supplies (Madras) .	Removed and republished as India Army Form No. F. 193.
XII.	Return of troops, etc., requiring conveyance by rail (Form A).	Removed, being India Army Form No. R. 526.
XIII.	Requisition for conveyance of troops by ordinary passenger train.	Removed, being India Army Form No. R. 523.
XIV.	Railway warrant Form "C" .	Removed, being India Army Form No. R. 520.
XVI.	Form "E" certificate . .	Removed, being India Army Form No. R. 501.
XVII.	Form "F" notice of movements.	Removed, being India Army Form No. R. 513.
XVIII.	Marching state of troops moving between rest-camps.	Removed, being India Army Form No. R. 514.
XIX.	Railway credit note . .	Removed, being covered by Commissariat Form No. 161.
XX.	River embarkation return .	Removed, and republished as India Army Form No. R. 508.
XXA.	Road and river passage order	Removed, being India Army Form No. R. 511.
XXI.	Routes by railway . .	Cancelled, G. O. 106 of 1890.
XXII.	Routes to stations off the line of railway.	Becomes Appendix XV of new Edition.

Statement showing disposal of the various Appendices of Army Regulations, India, Volume X, 1888 Edition, during its revision—concld.

Number of Appendix.	Subject.	Disposal durin g revision.
XXIII.	Military regulations for the conveyance of ammunition, gunpowder and explosives by rail.	Becomes Appendix VI of new Edition.
XXIV.	Weights of artillery equipment.	Becomes Appendix VII of new Edition. The Appendix has been brought up to date by the Inspector General of Artillery in India.
XXV.	Alphabetical list of terms used on railways.	Becomes Appendix VIII of new Edition.
XXVI.	Hints regarding the loading of baggage, etc., in railway wagons.	Removed, as unnecessary.
XXVII.	Transport of horses . .	Becomes Appendix IX of new Edition.
XXVIII.	Compensation for damage caused to rolling stock by troops in transport by rail.	Becomes Appendix X of new Edition.
XXIX.	Schedule of rates chargeable to the Military Department for conveyance of troops and their baggage.	Cancelled and revised schedule now under consideration inserted as Appendix XI of the new Edition. The revised schedule is corrected up to date as far as possible.
XXX.	Time bill	Removed and republished as India Army Form No. R. 531.
XXXA.	Time bill	Removed and republished as India Army Form No. R. 530.
XXXI.	Instructions for loading artillery carriages on railway trucks.	Omitted as obsolete as it refers to the old 9 pounder armament. Instructions for loading the new 12 pounder armament are contained in the Field Service Manual, Part XI.
XXXII.	Instructions for despatch of regimental warrant and non-commissioned officers and soldiers and their families proceeding to or from hill stations, north of Kalka.	Becomes Appendix XVI of new Edition.
XXXIII.	Rules for embarkation of elephants in railway trains.	Omitted as not being required under present conditions.

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PASSAGES.

(Including Sea, Rail, River, and Road.)

SECTION I.

General Instructions.

1. The term free passage when used in these regulations means free conveyance, throughout the journey, for the individual by sea, rail, river and road, together with conveyance for the baggage, servants, chargers and camp equipage authorised by these regulations, except in such cases as are especially noted as restricted to one or other of these modes of conveyance. *It does not include free messing*, except in the cases specially mentioned in paragraph 270.

2. Free passage by rail includes free passage by river when there is through booking and the journey by rail and railway company's steamer is continuous and viewed as one. (P. II, 523, 661-*f*, 709.)

3. Free passage by river includes free passage by canals and back-waters in the Madras Presidency. (P. II, 706-707 and practice.)

4. Passage will ordinarily be granted by the cheapest route. (See paragraphs 481, 482 and 483.) (P. II, 196.)

5. If an officer is entitled to free conveyance throughout the entire length of his journey, and the station to which he is proceeding is as conveniently accessible by rail as by sea, he may be sent by either route as may be most economical and best for the service. The same rule applies when the officer is only entitled to free conveyance over such portion of his journey as can be performed by *rail* or sea only. (P. I, 229.) (P. II, 508.)

6. Commissioned and warrant officers travelling under circumstances which would entitle them or their families to free passages by rail, are allowed the same indulgence by sea from port to port in India in cases where the sea route is the shortest and cheapest, or where no railway communication exists. (P. I, 229 and 326.)

7. Except in the case of officers drawing "mileage," and cases in which "passage money" or "travelling allowance" are specially provided for, all passages at the public expense authorised by these regulations for officers and others, should be on passage warrants. The person travelling must in all cases apply for warrants for the journey. (P. II, 602-509.) [P. II, 452-521, 589-A(*f*)591.]

India Army Form R. 520, for railway.
" " R. 511 or R. 503, for river and road.
" " R. 522, R. 505 or R. 529 for sea.

(P. II, 501.) 8. The following general rules will be observed by officers authorised to grant passage warrants :—

(1) When an individual is directed by a general or other order (paragraph 16) to travel at the public expense, the following information (as required by the several forms) will be entered in the warrant (see also paragraphs 493 and 605) :—

(*a*) Rank, names, regiment or department of officers or men travelling singly.

In the case of detachments, the name of the officer commanding only should be given.

(*b*) Nature of duty.

Permanent or temporary to be stated.

(*c*) Paragraph of regulations authorising passage.

All regimental warrant and non-commissioned officers and soldiers travelling on duty are entitled to be conveyed at the public expense : it is only when they are travelling under special conditions that the authority for the free passage must be cited on the warrant.

(*d*) Number and date of general or other order directing the movement.

(*e*) If the warrant be on account of any expedition or special service, the name of the same is to be marked or stamped in red, in a conspicuous place on it.

(P. I, 398.) (P. I, 419.) (P. I, 426.) (P. I, 414.) 9. All passages by water within Indian limits should be provided in government vessels, or, when this is not possible, in contract steamers; private lines should not be used if government or contract vessels are available, or likely to be available within a reasonable time.

(P. I, 180.) 10. Inspecting officers only may be provided with passages in other steamers than those of the British India Steam Navigation Company, when this is considered absolutely necessary to avoid delay and inconvenience.

(P. II, 494.) 11. The Indian rates of pay and allowances, which include tentage, are intended to cover all expenses connected with marching and the ordinary inland movement of an officer from station to station, as well as every movement in the immediate vicinity of an officer's station or post, or within five miles of it measured from the boundary of one cantonment to the confines of another. An officer drawing horse allowance for more than one horse is expected to proceed on duty

without any extra allowance to any distance from his station not exceeding ten miles and back.

12. If an officer is travelling under a warrant by railway, and the railway station is more than five miles from the starting point, he is entitled, if he does not draw allowance for more than one horse, to charge *bonâ fide* expenses on account of carriage hire, as also any expenses that may be similarly incurred between other railway stations and the places he may be required to visit on duty, though the distance may be less than five miles. If an officer draws horse allowance for more than one horse, he must proceed at his own expense if the railway station is within ten miles of the starting point. Similarly, an officer permanently transferred pays carriage hire from the railway station to his residence if the distance is not more than five miles, or ten miles if he draws an allowance for two horses. (P. II, 495.)

13. An officer removed from a corps, appointment, or station at his own request is, at the expiration of his preparatory leave, required to join his new corps, appointment or station at his own expense, and by the most expeditious available mode of travelling, and without unnecessary delay on the road. Officers who may be unavoidably delayed by sickness or other circumstances must report the cause and period of such delay, furnishing medical or other certificates to the officer commanding the station at, or nearest to which, such delay may have occurred. (P. II, 497.)

14. In very special cases officers commanding districts and heads of departments may sanction a slower mode of travelling for a part or for the whole of the journey; but any such indulgence, and the reasons for granting it, must be reported at once to the lieutenant-general commanding or to government, according to the nature of the officer's employment. (P. II, 497.)

15. Whenever a staff officer is permitted *for his own* convenience to perform the duties of his office at a hill station, all arrangements for the transfer are to be made by the officer himself. When the departure of a general officer on leave necessitates the removal of his staff officers to the hills, or to the station where the officer on whom the command of the district devolves is residing, all travelling expenses connected with the movements of the staff officers must be privately arranged for by the general officer before he proceeds on leave. (P. II, 505.)

16. When an officer is required to travel on the public service a general, command, district, station or garrison order is to be issued, which must specify the rank and name of the officer, the duty on (P. II, 500.)

16—*contd.*
which he is proceeding, the mode of travelling, the paragraph of these regulations which is the authority for the passage, and that the journey is on duty at the public expense. If the officers who issue these orders should neglect to fulfil these instructions, they will be held responsible for any avoidable expense an officer may be put to by such neglect. When an officer's services are not urgently required, he may be ordered to march to the nearest
(P. I, 187.) point at which conveyance by rail, dâk, or steamer may be available. But when it is a question of the good of the service that an officer shall proceed at once on the duty required of him, the option of doing so does not rest with him, nor can he defer his departure on the ground that the travelling accommodation which he would ordinarily receive is not at the time available. The mere fact of prompt compliance with orders even at some temporary personal inconvenience gives an officer no special claim on the state.

(P. II, 502.) 17. Every officer, whether departmental or regimental, who does not draw mileage allowance, ordered to travel on public duty, must obtain from the staff officer of the station passage warrants for the whole journey, whether by rail, dâk, bullock-train or steamer. In every case in which a warrant cannot be provided, a certificate to that effect must be obtained from the commanding or staff officer of the station (see paragraph 485).

18. When a warrant cannot be issued to an officer for all or any portion of the journey he has to undertake, he will be re-imbursed the cost of accommodation allowed by regulations for any portion of the journey performed by steamer, rail, dâk, bullock-train, or by country cart on the bullock train scale. For other modes of conveyance re-imbursement is only allowed to the extent of the additional expense actually and unavoidably incurred on account of all or part of a journey undertaken on the public service and at the public cost; and no charge is admissible for the mere use of an officer's horse or conveyance, though any necessary extra expenditure on account of such horse or conveyance may be claimed. If from any neglect on his part an officer is unprovided with a warrant and is obliged to pay the expenses of his journey, the amount which such journey would have cost the state had a warrant been obtained will alone be re-imbursed to him. No charge against the state is admissible for any portion of a journey performed by marching (see paragraph 11).

(P. II, 504.) 19. Advances from civil treasuries to cover the cost of travelling are prohibited; and when an officer directed to proceed at the public expense cannot be furnished with a warrant and is required to defray

the cost of his journey, he must obtain an advance from the pay-master or officer commanding his regiment, or the head of his office accounting to him for it, and submitting a bill for the actual expense incurred as soon as the journey is over.

20. If after paying for his journey in advance, an officer is prevented by stress of weather or any unavoidable cause from making it or any part of it, he will be allowed the actual amount expended for the purpose. (P. II, 505.)

21. When a passage warrant is improperly issued to an officer not entitled to travel at the public expense, the commanding or other officer who issues the order directing the officer to proceed at the public expense, or if no order has been issued the officer who signs the warrant, is responsible for the cost of the journey when recovery is not practicable from the officer who benefited by the irregularity. In exceptional cases it will rest with the final authority to decide, on a consideration of the facts, from whom the recovery of unauthorised charges shall be made. Warrants are not to be issued on the understanding that if the passage at the public expense is objected to, the recipients will be responsible for the amount. (P. II, 506.)

22. A station or other after-order issued after a journey has been performed, for the purpose of substantiating a claim to travelling expenses, should state that no warrant was issued for the journey. (P. II, 507.)

23. The officer who signs the warrant is responsible for its correctness. If it is not shown on the warrant who ordered the passage (paragraph 16), the officer who signed it is also responsible for the cost of the passage; but if a general, command, district, station or garrison order is quoted, then the officer under whose authority such order is given is responsible, and will be required to pay the cost whenever it may not be practicable or desirable to recover the amount from those who benefited by the irregularity. (P. II, 246.)

24. If a passage is ordered which is not in accordance with regulations, the staff officer must represent the same to the officer ordering it; and if on such representation the responsible officer is satisfied of the exigency of the case, the departmental officer will supply the warrants. (P. II, 247.)

25. A warrant should not be furnished on a verbal order; but if such an order is accepted the staff officer must obtain its repetition in writing. (P. II, 248.)

26. Warrants for passage by rail or road should not be issued to the officials mentioned in paragraph 99, when moving on duties (P. II, 570.)

26—*contd.*
connected with their offices, and drawing mileage allowance. If however these officials travel on any other duty they should be provided with warrants.

(P. II, 511.) 27. When an officer entitled to mileage allowance travels by river or sea, he will be provided with a passage at the public expense in lieu of mileage allowance.

(P. II, 512.) 28. The offices of the deputy assistant adjutants general for musketry who are employed as instructors, are removed annually from the 15th April to the 31st October from the head-quarters' stations to the school stations. The deputy assistant adjutants general for musketry travel on warrants when proceeding to the schools in the first instance, and back as far as the first out-station they have to visit *en route*, when they are granted out-station and mileage allowance. On proceeding to the schools for the second class, mileage and out-station allowances cease at the last station in which they perform inspection duty, and they should then proceed onward on warrants.

P. I, 168.) 29. The quartermaster general's department has the power to order passages by sea for parties entitled to them under the regulations: its decision is sufficient and final; but to enable the bills to be passed, the application for a free passage (I. A. F. R. 522 or R. 520, must give full information in each individual case of the circumstances under which the passage is required, all doubtful cases being referred for the orders of government.

P. I, 169. 30. All officers entitled to passage for themselves and their families under the regulations should apply to the general officer commanding the district in which they are serving, who will arrange with the officer commanding at the port of embarkation direct, for allotment of the accommodation authorised by the regulations.

P. I, 17 31. Under the terms of a contract made by Her Majesty's postmaster general with the Peninsular and Oriental Company, passages in the steamers actually carrying mails under the above contract, for any number of naval, military, and civil officers in the service of Her Majesty, not exceeding eight in one ship with or without their wives and children, as chief cabin or first class passengers, and any number of warrant and non-commissioned officers, not exceeding four in any one ship with or without their wives and children, as fore-cabin or second class passengers, together with the servants of both classes aforesaid passengers, etc., etc., are to be provided by the Company whenever they or the masters of their respective vessels shall be required in writing to do so on account of the government. The passengers who shall be conveyed in pursuance of the preceding clause (who are designated government passengers) with their

families, shall be treated in no respect, whether as regards food, cabin or other accommodation, or aught else, in a way inferior to that of ordinary passengers of the same class, or that required by the regulations of Her Majesty's transport service. The passage money for government passengers and their families shall be the same as charged for ordinary passengers of the same class by the Peninsular and Oriental Company.

32. The undermentioned officials are authorised to order passages for naval, military, and civil officers on board any of the Peninsular and Oriental and British India Companies' vessels: (P. I, 171.)

For naval officers.—Director and deputy director of the Royal Indian Marine.

For military officers.—Quartermaster general in India, deputy adjutants general of Commands, and officers commanding at ports of embarkation.

For form of requisition see I. A. F. R. 522.

For civil officers.—Local governments and accountants general.

33. When an officer is proceeding on any duty requiring his early arrival in England or his departure by a particular steamer, or when an officer's immediate departure by a particular steamer is necessary on medical and other special grounds, and *he has failed to obtain a private passage in the ordinary way* owing to the accommodation being already taken up, he may be furnished with a passage order under the terms of the contract, on his satisfying the officer commanding at the port of embarkation of the urgency of his case. (P. I, 172.)

34. It does not follow that a passage thus supplied on a requisition must be a passage at the government expense; it may at times, when there is an urgent demand for private passages, be a great convenience to an officer who has to pay for his own passage to secure accommodation by an out-going steamer on a requisition from the assistant adjutant general or other authority, when there is a passage at the call of government available. It should be stated on the requisition that the passage money is payable by the officer himself and not by the presidency paymaster or pay examiner. (P. I, 173.)

35. Officers under the rank of general officers of Her Majesty's British service, who may be entitled to a free passage, or officers ordered to England on duty or on medical certificate during the trooping season, and *who may be entitled to a passage at the expense of the state,* are to proceed to Bombay for transport in one of Her Majesty's troopships, except under the following circumstances:— (P. I, 174.)

(i) When ordered to accompany troops round the Cape.

35—*contd.*

(ii) When a Medical Board may declare a passage *vid* Suez to be positively dangerous to health; or a long sea voyage essentially necessary; or that a voyage to England, or to any place on the homeward route of the trooping service, would not, in their opinion, be a proper change of climate, in which case passage money will be allowed under the conditions applicable to the non-trooping season in paragraph 61.

The rule in this clause is also applicable to subalterns of the Indian service invalided.

(iii) When the principal medical officer of the district in which the officer may be serving certifies that his state of health will not admit of his remaining in India until a passage in a troopship can be provided.

(iv) When suffering or recovering from a disease of a contagious nature, which a principal medical officer may declare as not admissible on board a troopship.

(v) When the officer commanding at Bombay certifies that a passage cannot be provided in any of Her Majesty's troopships during the current season, and that the officer's services are not required, or not available for duty on other vessels taken up for the conveyance of troops to England.

(vi) During the trooping season a passage is not to be provided in a private steamer for an officer proceeding home on duty, unless it is specially stated in the order that he is to embark at once without waiting for the sailing of the next troopship, or when no troopship has been detailed to sail within thirty days of the date on which he ceases to belong to the Indian establishment.

(vii) When recommended by a medical board to proceed to Paris for treatment at the Pasteur institute.

(P. I, 175.) 36. Officers becoming entitled to passage at the public expense within one month of the sailing of the first troopship, are to arrive at Bombay within the period of preparatory leave ordinarily granted, and embark in that vessel.

(P. I, 176.) 37. Officers becoming entitled to passage at the public expense after the sailing of the first troopship, will be required to embark in the next troopship sailing after their arrival at Bombay, which is to be regulated accordingly.

(P. I, 177.) 38. Officers ordered to leave India when the trooping season is over will remain at their stations till they receive orders to proceed

to the port of embarkation from the general officer commanding the district, who will arrange for their sea passage with the general officer commanding at the port of embarkation, and issue all necessary orders for movement to the officers concerned. Officers specially ordered by a medical board or other competent authority to leave India without delay, should proceed to the port of embarkation forthwith, and will be detained as short a time as possible there. The circumstances of their cases will be reported by telegram to the general officer commanding at the port of embarkation, in order that arrangements for their sea passage may be made as soon as practicable.

39. Officers entitled to passage at the public expense, when troopship passages are not available, and also those who are not permitted to go by troopship, are to embark at the nearest port to their stations from which homeward bound steamers sail. (P. I, 178.) [P. II, 519 (ii) (d).]

NOTE.—*An officer, however, who wishes to embark at a port other than that which is nearest his station, may be permitted to do so, provided that he pays the difference between the cost of the journey to the port at which he desires to embark and the nearest port.*

40. Passages will be provided in Peninsular and Oriental steamers, or other vessels which have suitable passenger accommodation and carry surgeons, by the general officer at the port of embarkation, who will decide by which line each passage will be provided. He will be guided in his decision by considerations of economy and the needs of each case, and if doubtful in the matter, will consult the military accounts department. Usually officers and others will be sent by the line which is most economical to the government of India, both as regards rate of passage money and date of sailing (*vide* India army regulations, volume I, part I, articles 809 to 821). (P. I, 179.)

41. In the case of officers ordered to England on medical certificate (both officers of the British service and officers of the Indian service entitled to passage at the public expense), the local military authorities will, on the officer passing a station medical board, give immediate intimation to the general or other officer commanding at the port of embarkation by telegram of the probable date of the officer's arrival there. (P. I, 181.)

42. All officers provided with passage by sea shall present the staff officer superintending the embarkation with a copy of the general order or other authority under which they embark. (P. I, 182.)

43. When officers ordered to proceed from one station to another by sea cannot be provided with direct passages, they are not to be permitted to proceed to an intermediate port until every precaution which circumstances or the nature of the service will admit, shall have been used to guard against their detention being unnecessarily prolonged at such intermediate port. (P. I, 183.)

(P. I, 184.) 44. Officers returning home from a foreign station on leave on private affairs will be required to sign the declaration prescribed by paragraph 1921, Queen's regulations and orders for the army, 1898.

(P. I, 185.) 45. Officers of the British and Indian services on furlough in England, ordered to return to India at short notice before the expiration of their leave of absence, will not be granted passage at the public expense unless ordered out at the request of the Commander-in-Chief in India for immediate employment on active service in the field. [See paras. 85 (ii) and 91 (vi) (b).]

N.B.—Officers on privilege leave in England have no claim to passage or passage money when ordered to rejoin under the above circumstances.

(P. I, 186.) 46. A captain of the Indian service invalided to Europe on account of wounds or sickness contracted on field service, may draw an advance of sea passage-money, according to British India Steam Navigation Company's rates, to be repaid when the officer returns to India and is in receipt of full pay.

(P. I, 188.) 47. If any loss shall accrue to government consequent on the non-embarkation of an officer for whom a passage shall have been engaged at the public expense, from any cause not beyond his control, he will be required to make good to the state the amount of such loss.

(P. I, 189.) 48. Charges for boat-hire, etc., for the conveyance of officers and their chargers to and from vessels in which they may have been granted free passages on duty at the public expense, will not be admitted; but officers moving with corps or detachments will be allowed the benefit of any arrangements made for the embarkation or disembarkation of the troops to which they may be attached. Officers are not liable for wharfage on the occasion of their embarking or disembarking their chargers, but they must defray the cranage charges. Payment for all such charges should be in cash at the time of embarking or disembarking.

Appeals against the Accounts Department.

(P. II, 720.) 49. An officer can appeal to the controller against a disallowance made by the examiner of the accounts or other department, but only after recovery of the sum disallowed has been effected by the accounts department and in accordance with the instructions laid down in army regulations, India, volume II. This procedure is to be adopted by officers previous to making references on the subject of retrenchments on account of transport and railway charges.

Passages to officers transferred to or from civil appointments.

(P. II, 513.) 50. When an officer or subordinate of any grade in the military or medical department is transferred to civil employ, his allowances

are paid by the civil department from the date on which he gives over his military duties, and he is therefore not entitled to passage warrants to enable him to join his civil appointment.

51. Similarly, when an officer or subordinate is transferred from civil to military employ, his allowances are paid by the military department from the date on which he gives over his civil duties; and *if he is entitled under the regulations* to passage at the public expense, he may be provided with warrants to enable him to join his military appointment. (P. II, 514.)

52. The same rule will also apply to the case of an officer transferred from one department to another. (P. II, 515.)

Deoli irregular force, Erinpura irregular force, Malwa Bhil corps, Meywar Bhil corps, Bhopal battalion, and Merwara battalion.

53. All officers transferred to or from the corps marginally noted, travel under military rules. (P. II, 516.)

Officers and others in civil employ.

54. Officers and public servants in civil employ will be allowed free passages when travelling on duty by sea, in cases in which they would receive travelling allowances if proceeding on duty by land. (P. I, 232.)

Military officers in civil employ will in addition be allowed a free passage when, being employed at a station beyond sea they may be obliged to return to their Command in progress to Europe, or to a hill station on leave on medical certificate; also when they rejoin their station on return from that leave.

55. For passage for servants and baggage, grant of travelling allowances, table-money, etc., to the officers and others in the preceding paragraph, see Appendix No. IV. (P. I, 233.)

56. * * * * (P. I, 234.)

* * * *

Insanes.

57. Passages for insane officers who are in a lunatic asylum will be arranged for by the marine department without reference to the officer's rank. When, though an officer's mind is affected, it may not be necessary to send him to a lunatic asylum, the local military authorities at the port of embarkation will arrange for passage. (P. I, 405.)

(i) The above procedure however will only be followed when passage for them cannot be provided in a troopship or transport, when timely notice with a statement of the form of insanity should be furnished to the captain, and that in each case an attendant or attendants should be embarked with the patient. (P. I, 93.) (P. I, 406.)

57—*contd.*

(P. I, 408.) (ii) On the occasion of insane officers or ladies being embarked in troopships or transports a statement of the case will invariably be furnished to the naval and military officers in command on board, and care is to be taken that officers and ladies so embarked are not posted as insanes.

Escort for sick and insane officers.

(P. II, 272.) 58. When the attendance of a medical officer, or of an escort, upon a sick or insane officer is considered by a medical board necessary, in addition to the attendant allowed under paragraph 217 (I), and funds are not available for the cost of their passage, the requisite advance under the authority of a district or station order will be made by the officer commanding the battery, or by the paymaster of the regiment to which the sick officer belongs, or by the pay examiner of the command from whom his pay is drawn, or the presidency paymaster, Bombay; the charge will then be recovered from the pay, allowances or other funds belonging to the officer, either in India or in Europe, as the case may be. As a heavy expense is thus incurred medical officers should not recommend the immediate removal of such cases when they can with safety be retained until an opportunity occurs for sending them with troops moving in ordinary relief. In the case however of a sick or insane officer invalided whilst on field service, the cost incurred by the attendance of a medical officer or of an escort will be borne by the State (see para. 217).

Passage money by sea.

(P. I, 230.) 59. It is not considered expedient, as a general rule, to give an officer who is entitled to a free passage, money wherewith to provide himself with passage when proceeding from port to port in India.

(P. I, 231.) 60. Travelling allowances to general officers proceeding on tours of inspection are however passed on the production of a certificate in support of their travelling charges by sea, to the effect that their travelling was in accordance with the instructions of the lieutenant-general commanding the forces.

(P. I, 238.) 61. In the non-trooping season, or when accommodation in a troopship is not available and the State is compelled to pay for a contract passage on account of officers obliged to leave the country, passage money not exceeding the cost of a passage to England at the prescribed contract rates (see paragraph 63) is specially allowed to

enable officers entitled to passage at the public expense to make their own arrangements to proceed either to England or the colonies. Such passage money will be passed on a contingent bill, supported by the ship's agent's acknowledgment that a passage has been secured, and also by the following certificate endorsed by the assistant adjutant general at the port of embarkation.

Certificate.

No passage is available in a government vessel or hired transport for (here insert the officer's name and corps, and the duty on which proceeding).

62. An officer entitled to passage to the colonies and back will be provided with a Peninsular and Oriental return ticket, under the orders of the general officer commanding at the port of embarkation, or, if allowed to make his own arrangements under paragraph 61, he will be granted a sum equal to the cost of a return ticket only, instead of a separate allowance for each voyage. (P. I, 199.)

63. An officer who under any circumstances is allowed to make his own arrangements for passage will receive passage-money at the British India Steam Navigation Company's rate, *viz.*, ₹625, less a deduction for messing at 2*s.** per diem for 25 days. (P. I, 200.)

For a general officer entitled to reserved accommodation ₹937-8 is admissible, less a deduction of 5*s.* 6*d.** per diem for messing for 25 days, provided he has paid for reserved accommodation; or ₹625 less messing at 2*s.* per diem, provided he has paid for ordinary first class accommodation only. If accompanied by his family, he will also receive the ordinary first class fare, ₹625 for his wife and for each child charged for as an adult passenger, payment being made less the regulated deductions for messing, on the production of proof that the passages have been engaged.

The allowance for passage (but see paragraph 64) and number of days' messing charged will be the same from any port in India.

64. An officer allowed to make his own arrangements for passage from Rangoon to England direct, will receive ₹575, less the usual deduction for messing. (P. I, 200A.)

Officers dismissed or cashiered the service and their families.

65. A military or medical officer of any rank or a veterinary surgeon who may be dismissed or cashiered, or permitted to retire in (P. I, 201)

* Messing stoppages will be converted into Indian money at the rate of exchange fixed periodically for the payment of British troops serving in India.

65—*contd.*

order to avoid a court-martial or removal from the service, will be allowed passage money under the conditions specified in clause (v), and provided he embarks within six months of his dismissal or retirement, at the undermentioned rates :—

To Europe.—Passage money at British India Steam Navigation Company's rate will be granted on production of a certificate signed by the captain of the vessel or shipping agent that the passage has been actually secured.

	R	a.	p.
Cape of Good Hope Mauritius New South Wales	532	10	6
Ceylon . . .	106	8	6

(i) No demands against the officer can be recovered from this passage money, which is payable to the owners or agents of the vessel in which he embarks on the usual certificate of embarkation.

(ii) Should the officer embark at ports other than the presidency towns, a certificate of embarkation from the station staff or some other responsible officer will be sufficient authority for passing the allowance to the owners or agents of the ship on which he embarks.

(iii) If the officer elects to overstay the six months for the purpose of proceeding with his family when availing themselves of the extended period laid down in clause (iv), he forfeits his claim to passage money for himself.

(iv) A special allowance, according to the scale laid down in clause (v), will be granted in aid of passage to England for the wife and family [see also paragraph 103 (i) (b)] of the officer when it is proved to the satisfaction of the lieutenant-general commanding that they are in destitute circumstances, and provided they embark within one year from the date of the officer's dismissal or retirement.

(v) Passage money for the officer to Europe or the colonies, as the case may be, and the special allowance for his family if he has any, will be passed by the controller of military accounts on the certificate of the deputy adjutant general,

	R
Wife	400
Children above 16 years of age each . . .	400
Between 7 and 16 years of age each . . .	200
Between 1 and 7 years of age each	100

that in the opinion of the lieutenant general commanding the officer is in such destitute circumstances as to be unable to provide for the passage. This money is payable to the owners or agents of the vessel, as laid down in clause (i).

The regulated proportion of passage money will also be granted for the family under the same conditions in the case of passage to the colonies, *viz.*, five-eighths to the Cape of Good Hope, New South Wales and Mauritius, and one-eighth to Ceylon.

N. B.—The provisions of this paragraph are applicable to an officer removed from the service under Article 110 of the Royal Warrant for pay, etc., 1898, [see paragraph 77 (xi) of these regulations], under circumstances rendering passage in a troopship undesirable; but they are not applicable to his family. (M. D. No. 1257 C., dated 7th June 1894.)

66. To prevent delay at the port of embarkation and inconvenience to the accounts department, all officers with or without families who may be provided with a free passage to England or elsewhere from India, under the operations of the preceding paragraph, must, before being permitted to leave their stations for embarkation, obtain from the head of the department through whom the passage is sanctioned, a copy of the certificate—*vide* paragraph 65 (v)—furnished to the officer commanding at the port of embarkation, that passage money and the special allowances for the family in the case of married officers are admissible under the regulations. (P. I, 202.)

67. No second issue of passage money will ever be made to an officer who has received the allowance and made his own arrangements for a passage, in the event of the loss of the ship in which he was to have embarked, it being open to him to secure himself from loss by insuring his passage. (P. I, 203.)

68. No claims to passage money from England are admissible in India without the decision of the secretary of state for India. (P. I, 204.)

69. The claim to passage money to India of an officer who while serving in the colonies, may be transferred to a corps on the Indian establishment or which may have embarked for India, will be settled in India. (P. I, 205.)

Governor General, Governors and Commander-in-Chief.

70. A newly appointed governor general proceeding to India from Europe to enter upon his office may be accompanied by three combatant military officers for his personal staff (a medical officer may be substituted for one of these at the pleasure of the viceroy), the expenses of whose passage will be defrayed by government according to the rules in force in the military department as to military officers proceeding to India on duty. (P. I, 206.)

Sec. I. Passages—Governor-General, Governors and Commander-in Chief.

(P. I, 207.) 71. A commander-in-chief of the forces in India proceeding from Europe to assume his command may be accompanied by three combatant military officers for his personal staff, and newly appointed governors in Madras and Bombay similarly proceeding from Europe to take up their duties, may, respectively, be accompanied by two combatant military officers for their personal staff, the passages of these officers being provided at the expense of government according to the rules in force in the military department as to military officers proceeding to India on duty. But, with these exceptions, government will make no arrangements for, and will defray none of the expenses connected with the passage or conveyance of any of the officers mentioned in the margin or of their families, to or from India.

The governor of Madras.
" " " Bombay.
The commander-in-chief of the forces in India.

This rule is also applicable to the personal staff of all newly-appointed commanders-in-chief, irrespective of where the latter may be residing at the time of appointment.

(P. I, 208.) 72. For an ex-governor general returning to Europe on resignation, a steamer belonging to the Indian marine service will (if consistent with the requirements of the public service) be gratuitously provided to convey him and his family and suite to Suez, but the homeward voyage of the ship thus provided shall not be continued beyond Suez. The ex-governor general will bear the cost of entertainment and messing incurred while on board in respect of himself and his party according to the rules in force relating to the conveyance of passengers in Indian marine vessels. No grant from Indian revenues will be made to any ex-governor general for his homeward journey from Suez.

(P. I, 209.) 73. An ex-governor general returning to Europe may be accompanied by two officers of his personal staff (a medical officer may be substituted for one of these should the ex-viceroy desire it), for whom free passages to England will be allowed according to the rules in the military department, and also free return passage to India if they start on their return voyage within two months from the date of quitting India.

(P. I, 210.) 74. In the event of a governor general dying and leaving a widow in India, a steamer belonging to the Indian marine service will (if consistent with the requirements of the public service) be provided to convey her to Suez in like manner as in the case of an ex-governor general. The widow of a deceased governor general so returning to Europe may be accompanied by one officer of the personal staff on the conditions mentioned in the preceding rule, and shall bear all such expenses as would in ordinary course be borne by an ex-governor general returning to Europe.

75. An ex-governor of Madras or Bombay or an ex-commander-in-chief of the forces in India, or the widow of a governor or of a commander-in-chief (who may die in India) returning to Europe, may be accompanied by one officer of his personal staff, for whom a free passage will be allowed by government according to the rules in force in the military department and also a free return passage if he starts on the return voyage within two months from the date of quitting India.

British Service Officers.

76. Officers of the British service on the personal staff of the Commander-in-chief in India, on the expiration of the tenure of their appointment, are entitled to free passage when required to join a corps out of India. (P. I, 211 clause 2.)

77. Officers of Her Majesty's British service are entitled to free passage—

(i) If proceeding to serve upon the general or departmental staff at a station abroad, including Her Majesty's East Indian possessions, or returning therefrom in consequence of reduction, removal, or invaliding.

(a) *Officers of the royal artillery (including those of the late Indian artillery who elect for general service) are entitled under this clause to passage to England on relinquishing command of a royal artillery circle after five years' tenure, or on being transferred to the unemployed list after the prescribed period of service in their respective ranks. Those transferred to the unemployed list during the trooping season shall be obliged to embark in a troopship of that season, but if transferred during the non-trooping season, they will be allowed to retain a lien on their passages for a period of six months, or for such further period as may be necessary to enable them to obtain passages in a troopship of the ensuing season.*

(b) *An unemployed major-general of the royal (late Indian) artillery, who was provided with a passage on coming out to India at the public expense, is entitled to a free passage to England for himself* only, *provided he takes advantage of it within six months of ceasing to be employed. No other passage to or from India will be granted to him whilst he remains unemployed.*

(c) *Officers "invalided" are restricted to free passage by* sea and rail only.

(ii) If proceeding to a station abroad with, or upon the first appointment of, the general officer to whose personal staff they belong; or to fill a vacancy on the personal

77—*contd.*

staff caused by invaliding, or death, or promotion, when the retention of the appointment involves being placed on half-pay; or if returning in consequence of such promotion, or invaliding, or of such general officer ceasing to hold his appointment, provided such appointment be not that of a civil colonial governor.

(*a*) *Rules* (*i*) *and* (*ii*) *do not apply to the commander-in-chief in India, nor to his personal staff, special provision having been made by the legislature for the expenses of the equipment and voyage of the commander-in-chief, and in paragraphs 71, 75 and 76 of these regulations for passages from and to England for certain officers of his personal staff.*

(*b*) *Officers "invalided" are restricted to free passage by* sea and rail only.

(*c*) *An officer of the personal staff accompanying a Lieutenant-general commanding the forces, Punjab, Bengal, Madras or Bombay, home on the expiration of his full period of command, is allowed a free passage, provided he returns within two months of quitting India.*

(iii) If proceeding to fill up vacancies occasioned—

by death,
by promotion,
by augmentation,
by appointment to any of the departments of the army, or to the Indian staff corps,
by selection on public grounds for adjutants of auxiliary forces,*
by resignation,
by dismissal,
or by the exchange, removal, or retirement of officers who have returned home on account of ill-health or who have served two years at the depôts of their regiments.

(iv) If returning home in consequence of promotion or of retirement from the army after service of such length as gives a claim to a pension or gratuity.

(*a*) *In the case of officers retiring after service giving a claim to pension or gratuity, passages may be deferred for a period not exceeding twelve months, provided a troopship passage is not relinquished thereby.*

* Whenever an officer is ordered home to take up the appointment of adjutant of auxiliary forces, the instructions sent by the Horse Guards to the military authorities in India for his return give explicit information as to whether the expense of the passage is chargeable against the officer or to imperial funds. Whenever the latter is the case, the officer has been selected on public grounds, and his successor is, under such circumstances, sent out to India at imperial expenses.

(b) *Passage* by troopship only *is allowed to those officers coming under this ruling who are permitted by His Excellency the Commander-in-chief to proceed to England before the publication in India of the general order gazetting their retirement.*

(v) If returning home on leave on account of ill-health upon the report and recommendation of a medical board, or if returning to their stations after the expiration of such leave. [P. II, 454 (d).]

(a) *Free passage under this clause is restricted to* sea and rail only, *except when invalided from field service, vide para. 95 (v).*

(b) *Passage to a foreign port is not to be substituted for passage to England without the previous sanction of the secretary of state for war or government of India, except as provided for in para. 61.*

(c) *Passage by private steamer to Brindisi or Marseilles during the trooping or non-trooping seasons is admissible in the case of officers bitten by rabid dogs and recommended by a medical board to proceed for treatment to the Pasteur institute, Paris.*

Return passage will be viâ *the United Kingdom under the rules applicable to those returning from leave on medical certificate.*

(vi) If ordered home for instruction at the military educational establishments, or to join the depôts of their regiments in their regular tour of duty, and actually joining such depôts. If ordered to do duty with detachments on boardship on the expiration of leave of absence on private affairs.

(vii) If attached to, and ordered to proceed with their regiments, or in charge of detachments of their regiments.

(viii) If doing duty for two years with the regimental depôt after leave of absence on private affairs, and being then ordered to rejoin their regiment.

(ix) If promoted or transferred on public grounds from one battery or company of artillery to another; or from one to another battalion of the same regiment; or from one regiment to another. (*Movements under other circumstances, that is, not being* bonâ fide *battery, company, or battalion transfers ordered on public grounds, are governed by the general rules of the service.*)

(x) If placed on half pay on attaining the age or service in a rank requiring officers to be removed from their corps.

(xi) If returning home on retirement or removal under article 100 of the royal warrant for pay, etc., 1898. (*See* N. B. to para. 65.)

(xii) If regimental field officers placed on English half pay on completion of a five years' term of staff employ.

77—*concld.*

(xiii) If rejoining corps on completing a full term of staff employ after corps left India.

Free passage under this clause is restricted to sea and rail *only*.

(xiv) If proceeding home in place of an officer with whom an exchange has been effected to enable the latter to remain in India on being promoted into a battery company of royal artillery or a regiment or battalion at home.

(xv) If returning to India within six months of arrival in England, or as soon as allowed to do so, after being ordered home with troops (*see* also para. 86).

(xvi) If appointed to the army pay department at home.

(xvii) If permitted by the commander-in-chief to proceed to England independently of their corps.

(xviii) If they are quarter masters appointed in the same capacity to the militia.

(xix) If they are inspectors of army schools in India proceeding to England on leave of absence and returning to their stations after the expiration of such leave, provided that they shall have previously completed seven years' continuous service in India.

(xx) If they are officers of the royal (late Indian) artillery who have retired or who may retire in India on the extra annuity or on full pay pension.

(xxi) If royal engineer officers who have not elected for continuous Indian service, returning home after completing a tour of service in India.

(xxii) In the case of exchanges between home and Indian battalions of infantry officers, and of riding masters of royal artillery, after eight years' service abroad.

Free passage under this rule is restricted to Government vessels.

(P. I, 313.) 78. A royal engineer officer of the imperial list who elects to draw the English rate of pay of his rank while on furlough, is entitled to receive an advance of passage money or an entitled passage in a troopship; and if he returns to India he may draw the difference between that rate and furlough pay, less the regulation amount of passage money, irrespective of whether he proceeded in a troopship or drew passage money.

(P. I, 314.) 79. A royal engineer officer below the rank of field officer who elects to draw furlough pay, may be provided with a not-entitled passage in a troopship if accommodation is available under the

conditions of paras. 117 and 118; but he cannot claim an entitled passage or an advance of passage money. If he does not return to India he is required to refund the difference between furlough pay and English rate of pay of rank, but he is entitled to the regulated amount of passage money if he was not provided with a not-entitled passage when proceeding on furlough.

If he was provided with a not-entitled passage he would not be entitled to passage money, but his deductions for messing made at the not-entitled rate would be re-adjusted at the entitled rate.

80. A subaltern officer of royal engineers proceeding home on medical certificate is allowed a free entitled passage or passage money, whether he draws furlough pay or the English rate of pay of his rank. (P. I, 215.)

N.B.—For rules regarding passage for continuous Indian service royal engineer officers (see paragraphs 91 and 92).

81. Officers, probationers for the staff corps, who fail to pass the prescribed tests, or who resign their candidature before undergoing the final examination, and whose regiments have proceeded to England, are to be placed on English pay from the date of failing to pass the final examination, and to be provided if possible with a passage in a troopship, but if none be available then the actual expense of the passage and no more should be paid to the agents of the vessel conveying the officer to England. If however an officer whose battalion has left India ceases to be a probationer for the staff corps for reasons which are deemed to be insufficient or unsatisfactory, he will not be entitled to passage to England, but may be provided with a not-entitled passage under the conditions laid down in paras. 117 and 118. (P. I, 216.)

82. An officer continuing on the Indian establishment and who may be absent from India on furlough when his regiment proceeds to any of Her Majesty's colonies, or who may be unable from sickness or other unavoidable cause to rejoin in time to embark with it, will be allowed a free passage for himself by hired transport or private vessel according to circumstances, subject to the usual payments on account of table-money. (P. I, 217.)

83. Officers of the British service, struck off the Indian establishment on proceeding with their corps to the colonies in relief, will, as regards passage, come under the rules and provisions of the war office allowance regulations. (P. II, 224-A.)

84. An officer of the British service not provided for by other rules, who may be permitted to remain for a time in India after (P. I, 218.)

84—*contd.*
completion of a tour of service, retains, for a period of three months, a lien on the troopship passage or passage money to which he would have been entitled had he proceeded home at the first available opportunity.

85. Officers are *not* entitled to passage at the public expense—

(i) On exchange or transfer, except when carried out solely in the interests of the public service or in the cases specially exempted under para. 77, beyond the expense which would have been incurred if no exchange or transfer had taken place;

(ii) if proceeding on ordinary leave, or if returning to their stations from absence upon ordinary leave (except as in para. 45), or on promotion during such leave;

(iii) if returning home on resignation, except under the circumstances detailed in para. 77 (xi), before being entitled to retire on a pension or gratuity;

(iv) if having been appointed to the depôt while on ordinary leave, they rejoin the service companies after less than two years' depôt service;

(v) if resigning a staff, departmental or other extra-regimental appointment before the expiration of its term;

(vi) if returning home in consequence of removal for misconduct or of dismissal by the sentence of a court-martial (see para. 65);

(vii) when taking up an appointment on the personal staff of a general officer in the United Kingdom;

(viii) when taking up an adjutancy of auxiliary forces or an extra-regimental appointment, except when selected exclusively on public grounds.

(P. I. 220.) 86. An officer ordered home with troops who at the same time may obtain leave to England on private affairs has no claim to a return passage or to a free conveyance to his regiment. [See paras. 77 (xv) and 91 (vi)(*c*).]

P. I, 221.) 87. Officers of Her Majesty's British service holding staff appointments in India are not entitled to passage allowance to or from India while actually holding such staff appointments (subaltern officers returning home on medical certificate alone excepted).

(a) *Passage by private steamer to Brindisi or Marseilles during the trooping or non-trooping seasons is admissible in the case of lieutenants of the British service holding staff appointments in India, bitten by rabid dogs and recommended by a medical board to proceed for treatment to the Pasteur institute, Paris.*

88. An officer of a British regiment on the Indian establishment who obtains an appointment on the general or personal staff out of India, is not entitled to passage at the expense of Indian funds to enable him to take up the appointment in question. (P. I, 222.)

89. With the exception noted in para. [77 (xviii)], officers about to be appointed to the reserve forces at home by being gazetted to a militia regiment and being thereby placed on half pay, are not entitled to a passage for themselves at the public expense, as they voluntarily retire on half pay. (P. I, 223.)

90. An officer will be liable to defray the cost of the passage—*by sea only*—of the officer sent out to succeed him under the following circumstances :— (P. I, 224.) [P. II, 319 (11) (c).]

(i) on exchange or on transfer except when carried out solely in the interests of the public service; or under para. 77 (xxii);

(ii) if appointed to a civil or colonial military appointment, to the staff of a civil governor, or to an appointment under a foreign government;

(iii) if resigning before the expiration of his period of service on the staff or in a department or in any other extra-regimental appointment;

(iv) if ordered to the depôt while on ordinary leave from a station abroad and a passage be required (except in the case of resignation of commission or retirement on a pension or gratuity) before he has completed two years' depôt service;

(v) if appointed to the personal staff of a general officer in the United Kingdom while serving at a station abroad;

(vi) if appointed to an adjutancy of auxiliary forces or to an extra-regimental appointment, except when selected exclusively on public grounds;*

(vii) if returning home on voluntarily retiring from the army before being entitled to pension or gratuity;

(viii) if returning from abroad on his private affairs, he—

(*a*) *exchanges to another regiment,*

(*b*) *is seconded in his regiment (except on selection on public grounds as an adjutant of the auxiliary forces),*

(*c*) *is transferred to the militia upon half pay for ten years under the royal warrant for pay, etc., unless he shall have completed a period of service qualifying him for retirement on gratuity;*

(ix) if he becomes a member of the House of Commons.

* *Vide* foot-note to para. 77, clause (iii).

Indian Service Officers.

(P. I, 225.)

91. Free passage is allowed to—

(i) All officers of the Indian service, including those of the Royal (late Indian) Artillery and Engineers, appointed while residing *out* of India to the command of forces or districts in India, whether officiating or permanent, on proceeding to India to take up their commands and on returning to England at the expiration of their tour of service. [See note to clause (v).]

(ii) All officers of the Indian Service, including those of the Royal (late Indian) Artillery and Engineers, appointed while residing *in* India to the command of forces or first class districts and holding the rank of general officer, when proceeding to England at the expiration of their tour of duty. [See note to clause (v).]

(iii) officers of the Indian medical service of the rank of surgeon-general who may have passed through a tour of service as colonel in India, when proceeding to India on a tour of duty as surgeon-general or returning to England on expiration of such a tour. [See note to clause (v).]

With accommodation by sea, as for general officers (*vide* paragraph 236).—

(iv) one officer of the personal staff of a lieutenant-general commanding the forces, Punjab, Bengal, Madras or Bombay, accompanying the latter home on the expiration of his full period of command, and also on his return if within two months of quitting India.

(P. I, 226.)

(v) officers of the Indian service who, while residing out of India, are appointed colonels on the staff, when proceeding to join their appointments, and on returning to Europe at the expiration of their tour of service;

(M. D. 760 C., dated 30-5-99.)

Note.—For the purposes of rules (i), (ii), (iii), and (v), the tour of service of an officer shall be held to have expired if, before completing a 5 years' tenure, he is compelled by the rules of the service to vacate.

(vi) an officer of the Indian service from England to India—

(a) in the case of a medical officer proceeding to India on first appointment;

(b) if ordered to rejoin for immediate employment on active service, before the expiration of his leave (see para. 45);

(c) on returning to India after having been detailed for duty with troops on the voyage home and provided he re-embarks within two months of the date he ceased to be attached to the troops;

N.B.—Paragraph 86 is also applicable to officers of the Indian service.

(vii) an officer of the Indian service proceeding home after having been called upon to retire and granted the pension or half pay pension of his rank or special gratuity;

If he retires or proceeds home during the trooping season, passage by sea is restricted to troopship: contract passage or passage money for himself only, *will be granted if he retires and proceeds home during the non-trooping season.*

(viii) officers of the staff corps proceeding home on transfer to the half-pay list;

(ix) an officer of the Indian service competing in India and proceeding home on admission to the staff college, or rejoining in India after passing the final examination, or after returning from Russia if permitted to proceed there on completion of the staff college course to study the Russian language under the rules prescribed by India army circulars, clause 82, of 1888, paragraphs 18 to 32;

(a) Passage by sea is restricted to troopship.

(b) Officers who may be removed from the college as unlikely to make efficient staff officers, or who may fail to pass the probationary examination at the end of the first year, or the final examination, will be required to rejoin in India with the least possible delay at their own expense, and will not be given passage in a troopship.

(x) officers of the staff corps reported permanently unfit for military duty and granted leave to proceed home to appear before the medical board at the India office, in view to being qualified for transfer to the half-pay list;

(xi) officers invalided on account of insanity;

(xii) subaltern officers proceeding home on medical certificate;

(a) Passage under this clause is restricted to rail and sea on the homeward, and rail only on the outward, journey.

(b) Passage by private steamer to Brindisi or Marseilles during the trooping or non-trooping seasons is admissible in the case of officers of the above ranks bitten by rabid dogs and recommended by a medical board to proceed for treatment to the Pasteur institute, Paris.

91—*contd.*

(xiii) continuous Indian service royal engineer officers appointed to do duty at the school of military engineering, Chatham,—

(*a*) *when proceeding from India to join the school ;*

(*b*) *when rejoining in India—*

whether they were appointed from India or while on leave at home, provided they return on completion of the course.

Passage by sea under clauses (a) and (b) is restricted to troopship only.

(P. I, 227.) 92. The rules regarding passages for *officers of Her Majesty's British service* are not applicable to royal engineer officers electing for continuous service in India under article 91 of the Royal Warrant, 1898, Pay and Promotion. Such officers on election come under the rules governing passages for officers of the *Indian army*.

Passage to or from stations, including those beyond sea, within Indian limits. All officers, British and Indian services.

(Heading to para. 228, P. I.) 93. The term "beyond sea" includes all places at which troops are stationed while retained on the Indian establishment, such as Aden, and stations in the Madras and Bombay Commands not easily accessible unless by sea or in proceeding to and from which the sea route is always adopted.

(P. II, 518.) 94. An officer is *not* entitled to travelling allowance, or passage warrants, or to be re-imbursed the cost of the journey—

(i) when proceeding from one station to another at his own request or for his own convenience ;

(*ii*) to undergo examinations in native languages, except as provided for in paragraphs 96, 97 and 98.

(iii) when proceeding on leave of any description [officers of the British service, and subalterns of the Indian service proceeding by rail under paragraph 95 (ii) (*c*) on leave on medical certificate out of India excepted] ;

(iv) returning from leave of any description [except officers of the British service and subaltern officers of the Indian service returning by rail from leave out of India on medical certificate under paragraph 95 (ii)(*c*) and officers of either service unexpectedly recalled under paragraph 95 (iii)], [see paragraph 95 (i) (*a*)] even though his regiment or battery shall have moved during his absence to another station ;

(v) commissariat officers when returning from furlough and proceeding to join the stations to which they may be posted.

(vi) when, being an officer of royal artillery, he exchanges with another officer entirely to suit his own convenience;

(vii) if returning home on resignation of the service, or if removed from an appointment on account of misconduct or because his own conduct has rendered his retention of the appointment inexpedient.

When however an officer is destitute and the circumstance of destitution is patent, and the other conditions prescribed by existing regulations are fulfilled, the officer and his family may be provided with free conveyance to the port of embarkation.

(viii) when proceeding to join his battery or battalion after exchange with an officer on leave in England;

(ix) when rejoining his regiment, if in India, from a probationary appointment with a native regiment, or on failing to gain final admission to the staff corps;

(x) when proceeding to a presidency town to appear before a medical board in accordance with the provisions of G. G. O. No. 35 of 1882 or when returning therefrom.

(xi) when proceeding to another station to appear before a medical board in view to obtaining leave to Europe on medical certificate, unless entitled to passage to Europe on obtaining such leave. [*Vide* paragraph 95 (i)(*c*).] [P. II, 519 (i) note (*a*).]

(xii) When proceeding from one station to another to attend a medical board convened for the purpose of establishing his claim to an injury or wound pension, or to the continuance of the same.

95. Except as detailed in paragraph 94, free passage is allowed to *all officers*— (P. I, 228.) (P. II, 519.)

(i) travelling "on duty," which term covers all movements of officers from one station to another in the interests of the public service as distinct from their personal convenience, and not at their own request, or in consequence of misconduct; [P. I, 228 (i) and (iii).] (P. II, 519.)

(*a*) *When an officer who is returning from leave to England and doing duty with troops* en route *leaves such troops to proceed to his own station his title to travel at the public expense ceases.* [P. II, 518, x).]

(*b*) *Officers transferred to other appointments or whose corps are moved to other stations when they are absent on duty are entitled to free conveyance for the regulation allowance of servants, baggage,* [P. I, 228 (i).] [P. II, 519 (i) (*b*).]

95—*contd.*

tentage and chargers from their original to new stations, provided the regulation amount, inclusive of that taken with them, is not exceeded.

[P. II, 454 (*b*) and note to 519 (i).]

(*c*) *Officers proceeding to another station to appear before a medical board with a view to obtaining a medical certificate to England, are restricted to free passage*—by rail only—*provided they are entitled to a free passage to England on obtaining such certificate.*

(ii) travelling to or from a port when entitled to free passage by sea ;

(*a*) *An officer on return to India, who may be entitled to a free passage by rail to his destination, does not forfeit such claim by obtaining six months' leave to remain at the presidency to study the native languages, provided he passes the examination.*

(*b*) *A brigadier-general on promotion to the rank of major-general, if permitted to remain in India, retains a lien on his passage to England up to six months from date of ceasing to hold command.*

[P. II, 519 (ii) (*a*).]

(*c*) *Free passage under this rule for officers of the British service and subalterns of the Indian service when proceeding on, or returning from, leave on medical certificate out of India, or a course of treatment at the Pasteur institute, Paris, is restricted to rail only.*

[P. I, 228(iii).]

[P. II, 519 (iii).]

(iii) when being on general or privilege leave or furlough in India their presence with their corps or appointment is urgently necessary, provided the emergency could not have been foreseen or expected when they proceeded on leave ;

[P. I, 228 (iii) footnote.]

(*a*) *An officer coming under this clause is entitled only to passage for himself, servants and baggage, but not for his family or horses.*

(*b*) *An officer who proceeds on general or privilege leave or furlough in India, does so subject to the liability of having to rejoin without needless delay at his own expense, whenever he may be required to do so, except in cases of unexpected emergency ;*

(*c*) *The term general leave includes all leave except privilege leave and temporary or station leave of 10 days.*

(iv) when being on leave in or out of India, an officer is transferred to another appointment which he would, if not on leave, have been entitled to join at the public expense ;

[P. I, 228 (v).] [P. II, 519 (iv) (*a*).]

(*a*) *Free conveyance is admissible for himself and family if admissible under ordinary rules, and for the regulation allowance of servants, baggage, camp equipage and chargers, either from the station at which he is on leave (the port of debarkation in the case of an officer returning from leave out of India) or from his original station, or both, up to the limit of cost which would have been incurred had he not been on leave.*

(b) *If an officer when on leave is ordered on duty to another station he may return at the public expense on the completion of that duty, either to the place where he was residing on leave or the place whence he proceeded on leave, provided the cost of the latter journey does not exceed that of the former; should it do so, he will be required to refund any excess which the journey to his station may have cost the state. In such cases despatching officers must enter on the warrant full particulars of the circumstances under which an officer is given a passage so as to enable the accounts department to adjust the charges. If on completion of the duty he obtains leave of absence of any kind he forfeits his claim to travel at the public expense when he returns to his regiment or appointment.*

[P. I, 230.] [P. II, 519 (iv) (b).]

If, however, the officer is certified to have been necessarily detained at the station by sickness he will retain his right to rejoin his regiment or appointment at the public expense when the state of his health permits it.

(c) *An officer who may be placed on court-martial or any other duty at a station he is visiting on general or privilege leave, is not entitled to a free passage back to his regiment or appointment, even though he may be detained at that station beyond the expiration of his leave; he has merely a claim to an extension of leave for the number of days he was on duty.*

(v) when employed on service in the field and invalided owing to wounds or ill-health;

[P. II, 519 (v).]

(a) *Under these circumstances an officer will be allowed conveyance at the public expense for himself and the regulated amount of baggage for one adult passenger, according to the mode of conveyance (one servant will also be allowed by horse dâk), and for journeys by rail or river steamer for the complement of servants, chargers, baggage and tentage, according to the scale sanctioned for the field service on which employed, to his original station or to any station in India to which specially ordered, and similarly from the station to which he was granted sick leave when proceeding on recovery to rejoin his employment in the field, or to his proper station, provided the cost does not exceed that which would have been incurred had he gone direct from field service to that station.*

(b) *In the event of an officer being invalided to England from field service, he will be allowed his full* complement of baggage (para. 223), and one servant (para. 217), by rail or river steamer to the port of embarkation. He may also be given a warrant to his original station or to any station involving less cost to government for his complement of chargers, tentage, and other servants sanctioned for the field service on which he was employed. Should his regiment or depôt have moved during his absence on field service "original station" will be held to mean the station at which the regiment or depôt is located.*

* The difference between the field service and full complement will be conveyed free from the "original station" to the port of embarkation.

Sec. I. **Passages—To and from stations, including those beyond sea, within Indian limits.**

95—*contd.*

[P. I, 228 (iv).] [P. II, 519 (vi).]

(vi) proceeding to attend obligatory examinations or authorised classes for military instruction, or returning therefrom. *Such passages can only be granted for the first time, i.e., without having gone through a course before, except in the case of classes for signalling, telegraphy, and gymnastic instruction.*

[P. II, 228 (iv).]

(a) An officer remanded for inefficiency or inattention is not entitled to a return passage.

(b) An officer who, while on privilege leave, may be ordered to join a garrison instruction class will be granted a free passage from the station at which he is on leave to the station at which the class is to assemble, provided no greater expense to the state is incurred than if he were not on privilege leave.

(c) It rests with the lieutenant-general commanding to determine the station at which an officer is to go through a course of garrison instruction.

(d) This clause applies to captains of the medical staff permitted to go through a course of operative surgery to qualify for promotion.

[P. I, 228 (iv) (b) and (c).] [P. II, 519 (vi) (e and (f).]

(e) An officer proceeding for attachment to other arms for preparation for examination for "tactical fitness for command," or for examination itself, will be granted free passage on one occasion only. In the former case passage will only be allowed if the officer is favourably reported on; except in cases where attendance was interrupted by illness.

(f) An officer proceeding on leave and stopping at a station for preparation and examination for "tactical fitness for command" will be granted travelling expenses to that station according to the authorised scale, provided such do not exceed the cost which would have been incurred had he proceeded from his original station to the nearest examination centre; should he stop for the same purpose on return from leave, return travelling expenses to the station where quartered will be granted under similar conditions.

If an officer avails himself of the above conditions and fails to pass he cannot again travel at the public expense for re-examination.

[P. II, 228 (vi).]

(vii) proceeding on medical certificate from any station beyond sea at which employed to their own command and back to their station on return from such leave. Passage may also be granted to such officers to any place eastward of the Cape of Good Hope to which they may be recommended to proceed for the recovery of their health, and back to their corps or stations beyond sea at the expiration of their leave; provided the cost of such passage does not exceed that of a passage to their own command and back;

Free passage is restricted to sea only.

Passages—To and from stations, including those beyond sea, within Indian limits Sec. I.

(viii) proceeding to stations beyond sea in consequence of transfer at their own request to another regiment or appointment; [P. II, 519. [P. I, (vii).] 228

Free passage is restricted to sea only.

(ix) returning from furlough on medical certificate, whose regiments may be at a distant station accessible only by sea; [P. I, 228 (x).]

Free passage is restricted to sea only.

(x) accompanying, as aide-de-camp, a general officer proceeding on, or returning from, leave within Indian limits for six months or less on sick certificate or private affairs.

Free passage is restricted to sea only.

96.* Officers passing successfully at presidency towns, in the examinations in any of the languages mentioned in article 853, clauses (*b*) and (*c*), army regulations, India, volume I, part I, other than Persian higher standard [see note (*a*) to clause (ii) below], are allowed:— [P. II, 519-A.]

(i) Free passage by sea from Aden to Bombay, or from other ports not accessible by rail to presidency towns, and *vice versâ*. [P. I, 228 (ix.

(ii) Travelling allowance from inland stations to and from Calcutta, Madras or Bombay at the rate of single first class fare by rail and eight annas a mile by road.

(*a*) *This rule is only applicable to those cases in which the examinations cannot be held elsewhere than in a presidency town. It is therefore only applicable to successful candidates in the Persian higher standard, when they are compelled to proceed to presidency towns for examination owing to its being impracticable to assemble a committee at their own stations.*

97. Should there not be more than two candidates for examination in any of the *obligatory* examinations in native languages whether by the higher or lower standards, in any station, and no qualified board can be assembled at that station, candidates may be permitted to proceed at the public expense to and from the nearest station at which an examination is to be held upon production of the following certificate signed by the candidate's commanding officer or his departmental superior:— (P. I, 519-B).

"I certify that A. B. is to the best of my belief properly prepared

* See also paras. 126 and 147.

97—contd.

for the examination by the——standard in——for which he is a candidate."

(*a*) *Travelling expenses are admissible in the case of obligatory examinations* only, *and the concession is limited to one journey each way on two occasions.*

[P. II, 519-C.] 98. Travelling allowances at the rate of a single first class fare by rail will be granted to successful candidates in obligatory examinations in Pushtu by the lower standard under the following circumstances to and from the nearest station at which the examination can be held :—

(i) Officers of Bombay corps who, in consequence of no examiners being available nearer, have to proceed beyond the limits of their own command for examination.

(ii) Officers of Bengal corps who, while employed out of the Punjab, have to proceed to the Punjab for examination owing to its being impracticable to assemble examination boards in the North-Western or Lower Provinces.

Mileage Allowance.

[P. II, 519-D.] 99. The following officials are allowed a fixed rate of mileage travelling allowance of eight annas* a mile when travelling by road† (*i.e.*, by horse or bearer dâk, or other mode of conveyance otherwise than by ordinary marching), and double first class fare‡ by rail for every movement (with the proviso mentioned in the note) by land within the limits of their respective circles or districts more than five

M. O. No. 1970 F., dated 25th June 1895.]

* The principal medical officer, Assistant adjutant-general, Deputy assistant adjutant-general, Chief commissariat officer, } Presidency district, are allowed travelling allowance at Re. 1, instead of 8 annas, a mile for road journeys performed by them on inspection duty in the Sikkim district.

† Travelling by road includes travelling by river *otherwise* than in steamer (*e.g.*, by steam launch, or by boat) and by canals.

‡ "Only a single first class fare each in the case of the inspector general of artillery in India and his brigade major to cover the payment for servants' baggage and incidental charges : these officers themselves travel by rail on warrants." [See para. 485 (xxi).]

NOTE.—To enable an officer to claim travelling allowance, or to draw mileage allowance, he must not only go outside his cantonment, but must go five miles and upwards beyond its limits. No allowance is granted for movements within cantonment limits, or for any less distance beyond them than that above stated. When the distance from the boundary of one station to the confines of another is more than five miles (or ten miles in the case of an officer drawing horse allowance for more than one horse), mileage will be allowed from an officer's quarters in his own station to his destination in the place he is required to visit. Should he not take a horse with him at the public expense, or draw detention or outstation allowance under army regulations, India, vol. I, part I, he will be entitled to the actual charges incurred in travelling from his temporary residence to the several places in a station he is required to visit on duty and back, the bill for such charges being supported by a certificate, under his signature, to the effect that the amount claimed was actually expended. In all calculations of distance the shortest eligible route will be taken. In calculating travelling allowances at mileage rates, fractions of a mile are to be omitted.

miles from their proper stations, on any public duty connected with their offices. When travelling on duty by rail without a Government passage warrant, an officer must, unless he is entitled to travel free of charge, invariably make use of Form E. "on duty" certificate as prescribed in these regulations; the authorised scale of travelling allowance being reduced by the amount by which the first class fare exceeds the second class.

Accountant-general, military department.

Officers of the military accounts department.

Commissary-general-in-chief.

Commissaries-general.

Personal assistants to commissaries-general.

Executive officers of the commissariat department.

Principal medical officer of a district. *The principal medical officer and sanitary commissioner, Assam, is allowed 12 annas a mile when travelling in that province.*

All officers of the ordnance department (including superintendents and assistant superintendents of factories) except the director-general and deputy director-general of ordnance when travelling between Calcutta and Simla, and *vice versâ*, on which occasions they draw travelling allowances under the Simla allowance rules instead of mileage.

Inspector-general of artillery in India.

Brigade major to ditto.

Assistant adjutants general for musketry (when required to quit army head-quarters on inspection duty).

Deputy assistant adjutant general for musketry (except in the Assam district, see paragraph 100).

Director of military education in India.

Inspector of gymnasia.

Colonel on the staff, royal artillery.

Orderly Officer to Colonel on the staff, royal artillery.

Director of the army remount department.

Officers of the army remount department (when travelling more than twenty miles from their stations).

Veterinary officers when ordered on temporary inspection duty to out-stations to inspect horses, etc., as laid down in army regulations, volume VIII.

99—*contd.*

Deputy assistant adjutant general for British army schools, Madras and Bombay Commands.

Inspectors of army schools.

Assistant or deputy assistant adjutants general (when ordered to inspect barracks, camps, camping grounds and roads, provided they proceed more than five miles beyond their stations on such duties).

Deputy assistant quarter master general for mobilisation, when proceeding on inspection duty.

Secretary, defence committee, and assistant adjutant general or deputy assistant adjutant general for royal engineers, when required to travel on duty in either capacity

District recruiting officers.

Barrack masters.

Superintendent of family payments and pensions, Madras.

(i) The mileage allowance, in addition to the tentage which is included in the pay of every officer, being sufficient to cover all recognised expenses, personal and incidental connected with the journey, back-hire to bearers, and other charges, no claim will be admitted when the expenses of any one portion of the trip exceed the mileage rates for that portion. The allowance is admissible whether the officer travels by his own or a hired conveyance.

(ii) A travelling allowance at the rate of five rupees a day is passed to an assistant or deputy assistant adjutant general when marching on barrack inspection duty in his circle.

(iii) An allowance of three rupees a day for carriage hire is passed to a regimental officer detached to a presidency town on government remount duty.

(iv) A veterinary officer deputed to Calcutta or Bombay on duty connected with the purchase of remounts is not entitled to carriage hire, which should be met from the allowance he receives under army regulations, vol. I, part I.

(P. II, 519 E.) 100. In the Assam district a deputy assistant adjutant general for musketry or an inspector or assistant inspector of army signalling moving on inspection duty, or the royal artillery officer in charge of the guns attached to the Assam infantry regiments moving on inspec-

tion or other duty connected with his appointment, receive travelling expenses as follows :—

(i) *When marching.*—Actual expenses incurred, within the limit of the cost of hiring a pony for his own conveyance, and two coolies for baggage, but not in any case to exceed 12 annas a mile in all.

(ii) *When moving by road by any other means.*—Actual expenses incurred, subject to the restrictions imposed by regulations as to nature of conveyance, amount of accommodation, weight of baggage, etc. (M. D. 939-C., dated 20th June 1899.

(iii) In lieu of the foregoing, a deputy assistant adjutant general for musketry may at his option draw his usual mileage allowance of 8 annas a mile.

"On Duty" certificates without warrants.[1]

101. Commissioned, warrant and native commissioned officers in military employ,[2] travelling "on duty" but without a government passage warrant, or proceeding on, or returning from, leave on medical certificate, and paying their own fares (whether entitled to mileage rates or not) are to be allowed to travel in the next higher class of carriage than that for which they paid fares on their producing a certificate, Form E (I. A. Form R. 504), signed, in the case of officers in regimental employ, by an officer who is, under the regulations authorised to issue passage warrants. Officers not in regimental employ are authorised to sign certificates for their own use. If Form E certificates be not produced at the time of booking no refund can be claimed on subsequent presentation. (P. II, 317.)

(I) In the case of officers entitled to mileage rates, the authorised scale of travelling allowance must be reduced by the amount by which the first class fare exceeds the second class, or the second class fare the third class, as the case may be.

(II) Warrant officers and soldiers of all ranks proceeding to Calcutta, Madras or Bombay for the purpose of passing the examinations in native languages specified in paragraph 96, and subject to the same conditions, are

[1] Officers of the Indian marine when travelling on duty by rail will be furnished with passage warrants by the Marine authorities. (Marine Regns., Vol. I., P. II., paras. 83 and 84.)

[2] As the railway companies are bound to convey officers proceeding on public duty as 1st class passengers at 2nd class rates, whether payment is made by the government or by the officers, only 2nd class rates are recovered from officers who, though not entitled to free conveyance, have been supplied with passage.

101—*contd.*

also to be provided with certificates, form E (*vide* paragraphs 126 and 147).

(*a*).—*This, however, is subject to the limitation that commissioned officers are only to travel 1st class, on payment of 2nd class fares, and warrant officers and native commissioned officers 2nd class on payment of 3rd class fares; but in the latter case, intermediate class fares must be paid when the journey is made by a train in which ordinary 3rd class passengers are not booked.* [*See para. 493 (ii).*]

(*b*).—*The certificate is to be given up at the station where the ticket is purchased, and the ticket issued must be of the class in which the certificate authorises the passenger to travel.*

(*c*).—*This order does not apply to any class of government servants other than those specified in this paragraph, nor is it applicable to the wives and families of commissioned or warrant officers.*

(*d*).—"*Form E certificate is not accepted on the Bareilly-Kathgodam Section of the Rohilkund and Kumaon Railway, and on the Darjeeling-Himalayan Railway.*

Families of Officers.*

(P. II, 452, 521.) 102. In no case, except in that of the family of the commander-in-chief in India, or of an officer promoted from the ranks on first journey subsequent to promotion, is free conveyance by dâk or by other mode of land transit than by rail sanctioned for the family of an officer.

(P. II, 523.) 103. With the exceptions noted against respective clauses of this paragraph, free passage *by railway only* [*but see paragraphs 2 and* (*5*)], is allowed for the family of an officer:—

(i) Travelling to or from a port, when the officer is furnished with a free entitled passage by sea for himself;

(P. II, 522.) Exceptions.—*The provisions of this rule are* not *applicable to the families of officers, proceeding on active service; or to join the advanced class at*

(P. I, 235, Footnote.) * The term "family" is restricted to wife, unmarried daughters of any age dependent on and residing with their father and sons under sixteen years of age. But when passage by sea is granted the term also includes sons above 16 years of age who may be suffering from bodily or mental infirmity.

Woolwich; or called upon to retire from the Indian service under G. G. O. 797 of 1892.

(a) *When an officer on first arrival in India has been provided with a passage either by troopship or by private vessel, and is not accompanied by his family, they may also be furnished with a free passage from the port of debarkation, when they subsequently join him from England.* (P. II, 523.)

(b) *The family of an officer dismissed, cashiered, permitted to retire in order to avoid a court-martial, or removed from the service, may be provided with free conveyance to the port of embarkation if they are in destitute circumstances.* [See also para. 65 (iv)]. (P. II, 523.)

(ii) Travelling on other duty of a permanent character within Indian limits. (P. II, 523.)

Exceptions.—*The provisions of this rule are not applicable to the families of officers proceeding to join a staff appointment either for the first time, or on the expiration of a tour of service in another appointment; transferred to a more lucrative appointment,* or with the view to succeeding to one about to become vacant; proceeding to join a permanent appointment with inferior allowances, from an acting appointment with a superior salary; rejoining his regiment or station from staff employ, whether permanent or temporary; detained on duty on his way to join an appointment; moving in consequence of departmental promotion; marching with corps when the families of the men proceed by rail.* (P. II, 522.)

(a) *Duty will be considered permanent—*

When it is known or fully expected to extend over six months, and when it is not one likely to require frequent change of station and is of a nature to admit of the officer having his family actually with him during its prosecution. This applies equally to the families of British officers holding honorary rank. (P. II, 523.)

(b) *When the nature of the duty is at all open to question, a reference must be made to government.* (P. II, 523.)

(c) *An officer ordered "on duty" temporarily from one station to another, and permanently retained at his destination in the interests of the service, or permanently posted to any other station, is entitled to a railway warrant to enable his family to join him.* (P. II, 523.)

(d) *An officer proceeding by troop train, if entitled to passage for his family, may be granted free passage for them by rail at any time within a period of* thirty *days from the date of his move.* (P. II, 523.)

(e) *If an officer travelling on permanent duty is compelled on account of sickness or other sufficient cause to leave his family behind, free passage may be granted to them when they are able to follow him. The passage will be given on the application of the officer concerned, who must state that his family was living with him at the time he himself left and explain why they were unable to accompany him. Should they not be present with him at the time he moves, he has no claim to have them subsequently conveyed free to his new station.* (P. II, 523.)

* This does not apply to regimental appointments: adjutancies of royal artillery are considered regimental appointments.

Sec. 1. Passages—Families of Officers

103—*contd.*

(P. II, 523.) (f) *Officers entitled to receive mileage allowance are not to be provided with warrants in addition for the conveyance of their families.*

(P. II, 523.) (G. O. 68 of 1895.) (iii) Of army head-quarters staff provided the stay of their offices at Calcutta lasts for *three* months ;

(P. II, 523.) (iv) Promoted from the ranks, on the first journey he is called upon to make "on duty" subsequent to his promotion.

(P. I, 235.) **104.** Free passage by sea is allowed for the families—

(i) of all officers entitled to passage as general officers.

(P. I, 235.) *They may avail themselves of this if obliged by illness to return home before the officer, or up to six months after the date of his embarkation if prevented by illness from accompanying him. Only one passage out and home will be granted in any case.*

(P. I, 235.) (ii) of quarter masters and riding masters, district officers of royal artillery and inspectors of army schools.

(*a*) *on change of station ;*
(*b*) *when the officer returns home on retirement.*
(*c*) *when, having proceeded on active service, their families are subsequently permitted to join them ;*
(*d*) *when their families are sent home upon the recommendation of a medical board ;*

(P. I, 235.) *In the last case re-conveyance to the station abroad will only be granted in a troopship or transport and under the special sanction of the secretary of state.*

(P. I, 235.) (iii) of officers promoted from the ranks in India, on the first voyage or journey which they may be called upon to make on duty subsequent to promotion ;

" (iv) of all other officers necessarily employed on duty with troops on boardship, provided the families are permitted * to accompany the officers ;

" (v) of all officers of the British or Indian service proceeding on *permanent duty* within Indian limits ; or to any of Her Majesty's colonies *with troops* which are retained on the Indian establishment.

(P. I, 239A.) **105.** The families of officers of the British service, struck off the Indian establishment on proceeding with their corps to the colonies in relief, will, as regards passage, come under the rules and provisions of the war office allowance regulations.

* Permission for families to accompany officers is usually vested in the general officer at the port of embarkation, and depends upon—

(i) there being no service objections to families embarking ;
(ii) suitable accommodation being available for them.

106. Except as above provided for, an officer is not *entitled* to passage by sea for his family, and if granted free passage for himself in a private vessel, whether to or from foreign stations or between one foreign station and another, he will be required to pay to the owners before embarkation the cost of the passage of his family. (P. I, 236.)

107. If, however, an officer, who is himself entitled to free passage, proceeds in a vessel belonging to or wholly freighted or chartered by government, not doing duty with troops on the voyage, his family, if permitted * to accompany him, may, at the discretion of the local naval and military authorities, be allotted any spare cabin accommodation which may be available after providing for all who are entitled to passage. Such passages will be allotted according to juniority. (P. I, 91, 237.)

108. An officer's wife when within three months of her confinement is not to be embarked on a troopship, etc., *vide* paragraph 355. In such cases the husband will be provided with a passage in a later vessel should his wife be likely to recover in time to admit of his leaving India during the trooping season, and in this case the lady will also be provided with a passage. In the event of the husband not proceeding by a troopship he will be required to make his own arrangements for his wife's passage. (P. I, 238.)

The families of officers entitled to accompany them, but prevented by infectious disease from embarking in troopships at the time they are entitled to passage with the officer, will be granted "specially entitled" passages by troopship, to or from India as the case may be, on the first available opportunity afterwards.

Chaplains—Passage by sea beyond Indian limits.

109. Chaplains and priests on board hired transports proceeding to and from India are appointed by the Home authorities. (P. I, 196.)

In the event of it being necessary to detail a chaplain from India he will be given :—

By Government vessel or hired transport free passage.

By freight ship.—An allowance, in lieu of passage, as laid down in Army Regulations, India, Volume I, Part I.

A church of England chaplain will only be appointed when the number of troops on board to be administered to is not less than

* Permission for families to accompany officers is usually vested in the general officer at the port of embarkation, and depends upon—

(i) there being no service objections to families embarking ;

(ii) suitable accommodation being available for them.

109—*contd.*

100, and a priest when the number of Roman Catholics on board is not less than 300.

Presbyterian chaplains are not detailed specially to Scottish regiments on the voyage to and from India. Free passage may, however, be given to a chaplain proceeding on or returning from leave, to accompany any regiment containing 300 or more Presbyterians, provided he is willing to give his services in return for the passage.

(*a*) *Chaplains and priests granted passage by troopship and performing duty on board will be entitled to a separate cabin each.*

(*b*) *Except as provided for above, passages on board troopships are not allowed to Indian Chaplains, or other clergymen, or their families, except under very special circumstances.*

Chaplains—Passage within Indian limits.

(P. II, 520A.) **110.** Chaplains of all denominations (except roman catholic priests) travel under the rules contained in paras. 50 & 51 when joining military from civil employ, or *vice versâ*.

(P. II, 520 B.) **111.** Travelling allowance at the rate of eight annas a mile by road, and double first class fare by rail, is allowed to a Roman Catholic priest sent on a regular authorised periodical visit to an out-station provided he proceeds farther than five miles if in receipt at his own station of conveyance allowance, or farther than three miles if not in receipt of that allowance.

(*a*) *Travelling allowance under this paragraph is also admissible to a roman catholic priest in receipt of a salary from government when deputed by competent government authority to visit a civil station at which there are at least twenty British-born roman catholics, natives of Great Britain and Ireland, resident and in the service of government; but not when deputed to a civil station at which there are not twenty of the above class of government servants, though there may be a large number of government servants of that persuasion, not natives of Great Britain and Ireland: such visits are to be limited by the local governments to three, four, six, eight or twelve a year, according to the distance or facility of communication between the two stations.*

(*b*) *Should a roman catholic priest not in receipt of a salary from government be deputed to visit troops at outstations he will be allowed travelling expenses under this article, but without any extra deputation allowance for the performance of the duty which would ordinarily have to be performed by the salaried priest at the head-quarters station.*

(*c*) *The order directing a roman catholic priest to visit an out-station must invariably state the strength of the detachment to be visited, and a copy of the order, whether issued by government, or by the officer*

commanding the district or station, is to be furnished to the priest as a voucher to his claim for travelling allowance. In the latter case, the officer issuing the order must state whether, in his opinion, there is a sufficient number of roman catholics in the detachment to warrant the visit of a priest.

(*d*) *When any necessity arises for a roman catholic priest to visit an out-station to minister to a British soldier or his family in severe sickness, the officer commanding the station must address the officer commanding the district or station at which the priest resides, stating clearly the circumstances. If the latter officer considers the necessity established he may authorise the priest's proceeding at the government expense by the issue of a district or station order to that effect. Should in any case the requisition be sent by the person requiring his services to the priest, the latter, if he considers it an occasion requiring his attendance, must on receiving it at once apply to the officer commanding the district or station, if he is on the spot, who must use his own discretion in complying with the application.*

(*e*) *A roman catholic priest when proceeding to minister to a British soldier or his family in sickness, is allowed his actual necessary travelling expenses. If the journey or any portion of it can be performed by rail, a free pass will be given to the priest there and back; for such portion of the journey as must be travelled by dâk, etc., the priest will submit a contingent bill for the sum actually expended, supported by a certified copy of the district or station order, and the receipt of the dâk company or person supplying the conveyance. This rule applies to casual emergencies, including visits to camps.*

(*f*) *A roman catholic priest visiting an out-station may draw in lieu of mileage, ₹5 a day to cover all expenses.*

(*g*) *A roman catholic priest transferred from one station to another, by order of his ecclesiastical superior, is not entitled to travelling allowances unless the transfer is authorised by government, in which case he will draw travelling allowances under this paragraph.*

(*h*) *A special allowance of ₹5 per diem is authorised for a roman catholic priest serving with troops in the field, to meet the extra expense of living and moving; but in such cases travelling allowances will not be granted.*

(*i*) *Claims to travelling allowance must be submitted monthly, all the charges incurred during the month being included in one bill.*

112. Presbyterian chaplains specially attached to Scottish regiments draw travelling allowance under civil rules. (I. A. C. 31 of 1894.)

113. Free passage is allowed to duly authorised chaplains of any denomination when proceeding on, or returning from, field service. (P. II, 520 C.) (P. II, 520.)

114. Chaplains of the church of England attached to forces in the field draw a field allowance, in lieu of tentage, carriage, and any other allowance, at the rate of **₹120** a month to a senior chaplain and ₹75 a month to a junior chaplain. (P. II, 520 D.)

(P. II, 520 E.) 115. A Wesleyan chaplain appointed to serve with troops in the field will receive, while so employed, a field allowance of R5 per diem.

Lady Nurses.

(P. I, 240.) 116. Free passage * is allowed to lady nurses—

(i) when proceeding to India on first appointment;

(ii) when returning to England on completing their term of service in India;

(iii) when proceeding to England on leave after completing a term of five years' service and re-engaging for a further term of five years;

(a) *Passage to the colonies in lieu of (ii) and (iii) above may be allowed to lady nurses under the conditions laid down in para. 61.*

(iv) if invalided home before the expiry of their term of service;

(P. II, 524.) (v) when travelling *on duty* in India;

(a) *A lady nurse travelling from one station to another to attend on a sick officer does not travel "on duty"; and her travelling expenses must be defrayed by the officer for whose benefit she may be sent. Warrants may, however, be issued, and should be endorsed "to be recovered from.. ... .".*

The name of the officer will be entered and the amount be recovered by the Military Accounts department through the pay list or staff pay bill of the officer concerned.

(vi) when travelling to and from hill stations on medical certificate;

(vii) if engaged in England and returning home on removal from the service.

(a) *Passage under this clause will be granted by private vessel only.*

(P. I, 240.) (b) *A lady nurse who resigns (except on account of ill-health) with less than five years' Indian service, will forthwith refund the sum of £20 in respect of her passage out (or £30 if she have failed to give six months' notice) and will not be entitled to a passage home.*

(viii) if, having re-engaged for a further term of five years' service, they return home on resignation after giving six months' notice—

(a) *The penalties in note (b) to clause (vii) apply to a re-engaged lady nurse who, except on account of ill-health, resigns before the completion of her engagement without giving six months' notice.*

* By troopship during the trooping season and contract passage at other times.

Not-entitled passages.

117. When spare accommodation is available on board troopships, not-entitled passages may be provided for the following officers and families who, under the foregoing rules, are not entitled to passages at the public expense, and the accommodation available will be allotted in the following order :— (P. I, 241.)

(i) officers of the royal (late Indian) engineers who may retire in India on the extra annuity or on full pay pension, and their families;

(ii)(*a*) Captains of the Indian service invalided owing to wounds received in action or sickness contracted on field service, and their families;

(*b*) Families of all subalterns and captains who may be killed or die in the service;

(*c*) Families of field officers who may be killed or die in the service;

(*d*) Captains of the Indian service invalided owing to climatic causes, and their families;

(*e*) Other officers* of the British and Indian services below the substantive rank of field officer, whether in Military, or Civil employ, provided their circumstances render such a concession desirable, and their families.

Passages under (*a*), (*b*), (*c*), (*d*) *and* (*e*) *will be allotted to each class according to juniority.*

The term 'family' as used in clause (*ii*), *in addition to wife, unmarried daughters and sons under 16 years of age, includes relatives of an officer who may be* bonâ fide *members of his family and dependent on him for a home.*

(iii) in exceptional cases, field officers who are suffering from wounds received in action, sickness contracted on active service, or illness for which treatment in a troopship is deemed necessary, and the families of such officers if accompanying them;

N. B.—Care is to be taken that individuals granted passage under the conditions of this paragraph and of paragraph 134, are distinguished in embarkation returns, etc., from those who are entitled to passage.

118. All applications for passages under the above conditions are to be submitted to the officer commanding at the port of embarkation with full explanation of the circumstances of each case; and it (P. I, 242.)

* Officers in India applying for passage from England to India for their families and relatives should make such applications to Lieutenant-generals commanding forces.

118—*contd.*

is to be distinctly understood that the grant of not-entitled passages constitutes no claim to free passage, but that they are sanctioned solely on the condition of space being available on the date of sailing of the troopship, and that the grant is liable to be cancelled if, on that date, the accommodation allotted as spare is found at the last moment to be required for officers and their families entitled to free passage, and no claim for compensation will be admitted in consequence of any disappointment.

(P. I, 243.) 119. Passages under the foregoing conditions may also be granted in vessels of the royal Indian marine to all ranks and their families, but it is to be understood that passages specially granted by the government of India, or by the director, royal Indian marine, have a prior claim to the above, and that in these cases the rule as to the passages being allotted according to juniority will not apply.

Departmental honorary commissioned and warrant officers.

(P. I, 243.) 120. The rules under this heading apply to all honorary commissioned and warrant officers serving in departments in India.

They do not apply to regimental warrant officers, or to warrant officers promoted under the terms of the royal warrant, dated 11th March 1882.

(P. II, 574, 575.) 121. The rules regarding passages prescribed for officers are generally applicable to honorary commissioned and warrant officers. Their families are also allowed free conveyance when travelling with them *by rail* on promotion, or transfer to a more lucrative appointment, except when they are temporarily transferred to another station or appointment (see para. 135).

(P. II, 576.) 122. Honorary commissioned officers of the commissariat department proceeding on *bonâ fide* inspection duty draw the same mileage as commissioned officers; but warrant officers at hill stations when visiting outposts at any distance from their head-quarters are only allowed actual travelling expenses.

123. Mileage rate of travelling allowance is admissible to an honorary commissioned officer of the Ordnance Department—

(*a*) *Who, while holding independent or temporary charge of an arsenal or depôt, has to travel on duty under circumstances which would entitle a commissioned officer of that department to the mileage rate:*

(*b*) *Who is specially ordered to travel on duty to perform work of a description usually entrusted to a commissioned officer.*

(P. II, 579.) 124. Conveyance hire is allowed for honorary commissioned and warrant officers of the ordnance and commissariat departments and

members of the subordinate medical department when proceeding on duty to and from different parts of their own stations, and actual expenses are allowed when incurred by them on the same account when they proceed to out-stations on duty of a temporary nature.

In recovering the same on contingent bills, a certificate signed by the ordnance, commissariat or medical officer, under whom the individuals are serving, must be furnished, stating that the amount claimed is correct; also that the use of the carriage was absolutely necessary, that the cheapest description of carriage was used, and that public carriage was not available, or that, under the circumstances of the case, time did not admit of its being applied for.

125. Honorary commissioned and warrant officers are entitled to *free passage*:—

(i) When proceeding to England on leave on medical certificate or to Paris for treatment at the Pasteur institute and returning therefrom. (P. I, 303-306, 307, 311. (P. II, 571-572.)

(a) *Passage under this clause is restricted to* sea and rail only.

(b) *If leave be overstayed, rail passage from the port of disembarkation is forfeited.*

(c) *Passage by private steamer to Brindisi or Marseilles and thence by rail to Paris, during the trooping or non-trooping season, is admissible in the case of honorary commissioned and warrant officers of the Indian army, including those of the subordinate medical department, bitten by rabid dogs, and recommended by a medical board to proceed for treatment to the Pasteur institute, Paris. Return journey will be* viâ *the United Kingdom, free passage by rail and sea from Paris to the port of landing in the former being allowed, as also return passage from the United Kingdom to India under the rules applicable to those returning from leave on medical certificate.*

(ii) When proceeding to England or the colonies on retirement on the English rate of pension. (P. I, 302-304.) (P. II, 571-572-573.)

Passage under this clause is restricted to sea and rail only. (M. D. 452-C., dated 24th February 1897.)

(a) *They are allowed the privilege of retaining a lien on passage for twelve months from date of retirement, or for such further period as may be necessary to enable them to obtain passage in a troopship for their families, on the condition that, after six months from the date of being struck off duty, they will be restricted to the Indian rate of pension, prescribed in army regulations, India, vol. I, part. I.*

(b) *Should however a retired honorary commissioned or warrant officer proceed home without his family, owing to there being no accommodation available for them on the same vessel, the family will be granted an* entitled *passage by a subsequent troopship.* (P. I, 302.)

880 I. **Passages—Departmental honorary commissioned and warrant officers.**

125—*contd.*

(P. I, 301.) (P. II, 571-572-573.) (iii) When, after being invalided in India but qualified by service to retire in England, they finally relinquish all claims to the Indian rate of pension and proceed to England on admission to the English rate of pension.

Passage under this clause is restricted to sea and rail only.

(P. I, 301 A.) (*a*) *Honorary commissioned and warrant officers retired under the pension rules published in army regulations, India, volume I, part I, and who have elected to remain in India and draw the Indian rate of pension, may, at any time subsequently, be granted free passage or the regulated passage money of their rank to England or the colonies, should they elect to reside there and draw the English rate of pension.*

(P. I, 90.) (P. I, 311.) (*b*) *In the event of accommodation being available in a troopship for himself when travelling under clauses* (i), (ii) and (iii), *but not for his family, he is not permitted to wait for another troopship, neither will he be provided with a free passage in a private vessel.*

(iv) To their intended place of residence in India on retirement.

(*a*) *Free passage is restricted to sea and rail and is only given on condition that all future claim to free passage in or out of India is relinquished.*

(*b*) *A lien may be retained on the passages for a period of six months after retirement.*

(P. I, 313.) (v) When proceeding from a station "beyond sea" to a port of embarkation to take a passage to Europe provided under clauses (i), (ii) and (iii).

(P. I, 314.) (*a*) *Passage under this rule is restricted to* sea and rail only.

(P. I, 228 (i).) (*b*) *This rule is applicable also to those in civil employ, but on medical certificate the cost will be a civil charge.*

(P. I, 312.) (*c*) *In the case of an honorary commissioned or warrant officer entitled to a free passage to Europe from Aden, when accommodation is not available in a troopship, a passage may be taken for him in a private steamer company's vessel to England at the regulation rates of such company; but if under medical advice a voyage round the Cape is held to be absolutely necessary and no ship is available at Aden, he may be sent to Bombay, and there be furnished with a passage.*

(P. I, 311-A.) (vi) When ordered on duty from one station to another, in the interests of the service as distinct from his personal convenience.

[P. II, 571-661 (*a*).]

(P. II, 586.) *Passage is restricted to* rail only *when proceeding to another station to appear before a medical board, in view to obtaining a medical certificate to England.*

[P. I, 228 (*vi*).] (P. I, 311-A.) (vii) Proceeding on medical certificate from any station beyond sea at which employed to their own command and back

to their station on return from such leave. Passage may also be granted to such officers to any place eastward of the Cape of Good Hope, to which they may be recommended to proceed for the recovery of their health and back to their station beyond sea at the expiration of their leave; provided the cost of such passage does not exceed that of a passage to their own command and back.

Passage under this clause is restricted to sea only.

(viii) When employed on service in the field and invalided owing to wounds or ill-health. [P. II, 519 (v), 570.]

(*a*) *In these circumstances conveyance at the public expense will be allowed for himself and the regulated amount of baggage for one adult passenger, according to the mode of conveyance (one servant will also be allowed by horse dāk), and for journeys by rail or river steamer for the complement of servants, chargers, baggage and tentage according to the scale sanctioned for the field service on which employed, to his original station, or to any station in India to which specially ordered, and similarly from the station to which he was granted sick leave when proceeding on recovery to rejoin his employment in the field, or to his proper station provided the cost does not exceed that which would have been incurred had he gone direct from field service to that station.*

(*b*) *If invalided to England from field service, he will be allowed his full complement of baggage (para.* 223) *and one servant [para.* 217 (*I*)], *by rail or river steamer to the port of embarkation. He may also be given a warrant to his original station, or to any station involving less cost to government, for his complement of chargers, tentage and other servants sanctioned for the field service on which he was employed.*

(ix) To their intended place of residence in India on dismissal from the service. (P. I, 350-A.) (P. II, 587.)

No further claim to passage will be admitted.

(x) In the case of the subordinate medical department, when proceeding to the medical colleges of their respective commands for a course of lectures, and returning therefrom; or when ordered to join an hospital or dispensary after passing the preliminary examination; or when necessarily proceeding to another station to qualify for the increased pay of their rank, and when returning therefrom after passing a successful examination, *but if they fail to pass the examination they must pay their own passage back to their stations.* [P. II, 661 (*b*) & (*c*).] [P. II, 661 (*d*).]

(xi) In the case of an assistant surgeon, 3rd class, when proceeding to a hill or other station in India for change on medical (P. 604-606.)

125—*concld.*

certificate, and returning therefrom, or when accompanying (on a medical certificate that the state of the invalid's health renders this necessary) his sick family to a hill or other station in India and returning therefrom.

The grant of passage under this rule requires the sanction of the general officer commanding the district, and is subject to the provisions of note (a) to paragraph 146 (v).

(P. II, 622.) (P. I, 327.) **126.** The provisions of paragraph 96 are applicable to honorary commissioned officers passing successfully, in the languages referred to therein, at presidency towns. They are also applicable under the same conditions to warrant officers, except that, when proceeding from inland stations to presidency towns and back, these will be supplied by officers authorised to sign passage warrants, with Form E certificates (paragraph 101) and if successful will recover on contingent bills the cost of both journeys by rail, and actual expenses, within authorised limits, by bullock train or dâk.

(P. I, 316.) **127.** Warrant officers of all departments are not to be permitted to proceed on furlough on private affairs, or on privilege leave to England until they have lodged the full amount of return passage money, or given security for the payment of the same, when in the event of their being unable to make arrangements for their return themselves, a government return passage will be provided.

(*a*) *In the case of a warrant officer leaving India on furlough to England on private affairs, the return passage money may be lodged in India for remittance to the India office through the military accounts department, or the head of the department may accept a certificate from an army agent or banker that the sum of £30 has been deposited for the express purpose of paying for a return passage, or a certificate from a well known shipping agent or firm in India, to the effect that a return passage has been secured. In the case of a warrant officer proceeding home on privilege leave, on which occasions a return ticket is usually taken, the head of the department is to be furnished with evidence that a return passage has been secured and paid for, before the warrant officer is allowed to leave India.*

(*b*) *Similar procedure is to be observed when a warrant officer desires to go to the colonies.*

(P. I, 318.) **128.** Warrant officers, when admitted to pension after less than 14 years' service, are allowed free passage for themselves and families under the rules applicable to warrant officers of the British army

129. When an honorary commissioned or warrant officer has been invalided and pensioned on the Indian rate, he is not entitled to free passage to Europe or to his intended place of residence in India. (P. I, 300.) (P. II, 585.)

130. Warrant officers are not entitled to free passages for themselves or children when proceeding to place the latter in, or withdraw them from, the Lawrence Military Asylums or other recognised orphanages. (P. I, 325.) (P. II, 588.)

131. A warrant officer returning from leave in India *on medical certificate* is considered to be travelling on duty, and is allowed to travel by rail in the next higher class of carriage to that for which he purchases a ticket on producing a certified extract of orders directing him to travel on duty. This privilege does not extend to his family (see paragraph 101). (P. II, 584.)

Passage money.

132. Passage money, to enable them to make their own arrangements for passage by sea to England or the colonies is admissible — (P. I, 306—310.)

(i) under the provisions of paragraph 61 to honorary commissioned and warrant officers entitled to passage;

(ii) during the trooping season to warrant officers entitled to passage, for whom there may be no room in the cabins specially set apart for them in troopships. (P. I, 307.)

133. The amount of passage money will be—

(i) Honorary commissioned officers in accordance with paragraphs 63 and 64.

When proceeding to the colonies passage money will be granted at the British India Steam Navigation Company's rates less a deduction of 2 shillings per diem for 25 days. (P. I, 308-309.)

(ii) Warrant officers Rs. 375, with no messing deduction.

Not-entitled Passages.

(P. I, 317.)

134. All honorary commissioned and warrant officers will be provided with not-entitled passages in troopships for themselves and their families,* when accommodation is available, in cases where, under the regulations, they are not entitled to the indulgence of passage at the public expense. Also in royal Indian marine vessels under the provisions of paragraph 119. (See N. B. to para. 117.)

* Applications from departmental honorary commissioned and warrant officers in India for not-entitled passages from England to India for their families or relatives should be submitted to lieutenant-generals commanding forces.

(P. I, 323—324.)

Families of Departmental Honorary Commissioned and Warrant Officers.

135. A departmental honorary commissioned or warrant officer is entitled to free passage for his family—

(P. I, 311.) (P. II, 523, 571—582.)

(i) When he is travelling under paragraph 125 (vi) on "permanent duty" as defined in paragraph 103 (ii) (a);

(a) *Passage under this rule is restricted to sea, rail and government river steamer.*

(b) *If ordered "on duty" temporarily from one station to another and permanently retained at his destination in the interests of the service, or permanently posted to any other station, he is entitled to a railway warrant to enable his family to join him.*

(P. II, 583.)

(c) *If when travelling on permanent duty, he is compelled on account of sickness or other sufficient cause to leave his family behind, free passage may be granted to them when they are able to follow him. The passage will be given on the application of the officer or warrant officer concerned, who must state that his family was living with him at the time he himself left and explain why they were unable to accompany him. Should they not be present with him at the time he moves he has no claim to have them subsequently conveyed free to his new station.*

(P. II, 571, 572 573.) (P. I, 315.) M.D. 452-C., dated 24th Feb. 1897.) (P. I, 311.)

(ii) To or from a port, when provided with a free entitled passage by sea for himself to or from Europe or the colonies;

(a) *Passage under this rule is restricted to rail, except when stationed beyond sea, when passage by sea to the regular port of embarkation for Europe may be given to the family of an honorary commissioned or warrant officer retiring on the English rate of pension and himself provided with passage in a troopship.*

(b) *Honorary commissioned and warrant officers entitled to passage to or from Europe for themselves, will, if accommodation is available in a troopship or other government vessel, be allowed free passage for their families.*

If such accommodation be not available or if the husbands travel by private vessel, free passage by private vessel or passage money to or from Europe for their families, is not admissible.

(c) *In the case of an honorary commissioned or warrant officer returning from leave on medical certificate and overstaying his leave passage for his family from the port of disembarkation is forfeited.*

(P. I, 315-A, 587.)

(iii) To his intended place of residence in India on dismissal from the service.

No further claim to passage will be admitted.

(iv) To his intended place of residence in India, on retirement.

(a) *The conditions of notes (a) and (b) of clause (iv), paragraph 125, also apply to the families.*

* The term "family" is restricted to wife, unmarried daughters of any age dependent on and residing with their father, and sons under sixteen years of age. But when passage by sea is granted the term also includes sons above 16 years of age who may be suffering from bodily or mental infirmity.

136. Free passage back to India is authorised for the family of an honorary commissioned or warrant officer who may die while serving at a station out of India. (P. I, 319.)

137. Free passage is allowed for the family of an assistant surgeon, 3rd class, when proceeding to a hill or other station in India on medical certificate, under the sanction of the general officer commanding the district and subject to the provisions of the note (*a*) to para. 146 (v). (P. II, 605.)

138. Passage to England is only granted to the widow and children of an honorary commissioned or warrant officer on production of a certificate of destitution by the officer commanding the station in which they are resident in the following form :— (P. I, 321-328.)

" I do hereby certify on honor that, after the most careful enquiry, I believe the widow (and children aged respectively) of_____ who died at _____on _____ to be in such a state of destitution as to be quite unable to defray the cost of a passage from _____(their place of residence) to England, and do accordingly recommend that a free passage be provided for her (or them) from_____(her or their place of residence) under the provisions of paragraph 138, army regulations, India, volume X."

(*a*) *Applications for passage to England will be forwarded to lieutenant-generals commanding for sanction.*

(*b*) *This concession is not admissible to the widow (and family) of an honorary commissioned or warrant officer who married after his transfer to the pension list.* (P. I, 320.)

(*c*) *Applications for inland transport to intended place of residence for the widows and families of honorary commissioned and warrant officers left in destitute circumstances, who desire to remain in India, should be submitted for the special consideration of the government of India, through the lieutenant-general commanding ; each case will be decided on its merits.* (P. II, 581.)

Army Scripture Readers.

139. Free passage by troopship is allowed to duly authorised army scripture readers proceeding to, or returning from, active employment. (P. I, 328-A.)

British troops.

140. The term " British soldier " in the following rules includes regimental warrant officers, warrant officers promoted under the royal warrant, dated 11th March 1882, non-commissioned officers and men serving with British corps or on the unattached list. (P. I, 329.)

(P. I, 352A.) 141. Regimental warrant and non-commissioned officers and men struck off the Indian establishment on proceeding with their corps to the colonies in relief will, as regards passage, come under the rules and provisions of the war office allowance regulations.

(P. II, 58.) 142. The travelling expenses of a non-commissioned officer acting as civil chief master armourer, when on tour of inspection, are to be governed by the rules laid down for departmental non-commissioned officers when travelling on duty.

(P. II, 579.) 143. Conveyance hire for non-commissioned officers of the ordnance and commissariat departments proceeding on duty to and from different parts of their own stations, is recovered on contingent bills certified as correct by the departmental officer under whom they are serving: a certificate must be furnished that the use of the carriage was absolutely necessary; that the cheapest description of carriage was used; and that public carriage was not available, or that, under the circumstances of the case, time did not admit of its being applied for.

Note.—The provisions of this para. are also applicable to master gunners of fort armaments and sergeant armament artificers.

(P. II, 517A.) 144. Regimental non-commissioned officers and men of the British army are allowed to travel with return tickets at single fares on all railways when they are permitted by officers commanding to go out either individually or in small parties for purposes of sport or recreation. These tickets will be available for a period not exceeding six days from time of departure to time of return.

A certificate (I. A. Form R. 519), granted by the officer commanding, must be handed to the railway booking clerk when the return tickets are applied for.

145. European regimental non-commissioned officers and men are allowed to travel on return tickets, available for six months, at single fares, on production of a certificate (I. A. Form R. 535) granted by the officer commanding the unit or detachment, that they have been permitted to proceed to the hills on furlough at their own expense. This certificate must be handed to the railway booking clerk when the return tickets are applied for. The concession is allowed on all Indian railways except the East Indian and Darjeeling Himalayan railways. (See paragraph 152.)

(P. I, 340.) (P. II, 601-602 608-609.) 146. Free passage is allowed to a British soldier (see para. 140):—

(P. II, 470-611.)

(i) When proceeding under military orders from one station to another on military duty.

(a) *A soldier ordered on duty to another station, singly or with a small*

party, may be directed to proceed either by rail, bullock train, river steamer, or by ordinary marches, as circumstances may require* (vide *paragraphs 616 and 719.*)

When bullock train passages are not available, they may be given conveyance according to the authorised scale by country cart, or any other local mode of conveyance available other than dâk at the discretion of the despatching officer, provided the cost of such conveyance does not exceed that of travelling by bullock train where such exists; small parties who would otherwise be ordered to march may be granted similar conveyance, provided the cost does not exceed that of the carriage of the tent and baggage with which they would have to be supplied under para. 719 if they marched.

(*b*) *Previous to departure from their regiments or original stations, all soldiers, whether travelling singly or in small parties, should be given clearly o understand the different places at which they are to break journey.* (P. II, 600.)

(*c*) *Free passage by rail is not admissible to British non-commissioned officers or soldiers when on short furlough in India; but warrants for the return journey may be issued to enable them to rejoin their corps, the cost of such warrants being recovered from the men and adjusted in the pay statements of the corps concerned. Officers issuing warrant will at once notify the fact of their having done so to the officer commanding the corps to which the men belong, also the class in which the men are travelling and the amount of baggage entered in the warrant, in view to the necessary recovery being made.* (P. II, 623.)

(*d*) *When a non-commissioned officer in departmental employ cannot be provided with warrants for the journey, an allowance at the rate of two annas a mile* is granted,* provided *the distance travelled amounts to at least 5 miles from his head-quarters, that* bonâ fide *extra expense has been incurred, and that no special travelling or other allowance is granted to cover it.* (P. II, 589-A (*a*), (*b*).)

(*e*) *A schoolmaster will be granted an allowance of one rupee and twelve annas daily in addition to free passage on warrant, or, when warrants cannot be furnished, actual and necessary travelling expenses, under the following circumstances:—* (P. II, 589-A.(*e*).)

i. When travelling on duty without troops to join his regiment.

ii. When visiting detachment schools.

iii. During transfer from one station to another.

iv. When proceeding to or from a hill depôt.

(*f*) *When proceeding to outstations to examine and repair the arms of detachments free passage for armourer sergeants is restricted to rail and bullock train. General officers commanding districts will order the passages on the application of officers commanding regiments.* (P. II, 608.)

(ii) When transferred from one battery or corps to another at his own request. (P. II, 614.)

(iii) When joining his battery or corps on enlistment in India.

*In calculating travelling allowance at mileage rates fractions of a mile are to be omitted.

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(P. II, 616.) (iv) When summoned to another station in India by a magistrate to appear either as a witness or as an accused, in a criminal case, and when returning therefrom.

(P. I, 362 (*a*) and 332, A.) (P. II, 604, 606.) (v) Under the sanction of the general officer commanding the district, when proceeding to a hill or other station in India for change on medical grounds and returning therefrom; or when accompanying, on a medical certificate that the state of the invalid's health renders this necessary, his sick family to a hill or other station in India and returning therefrom.

(P. II, 604.) (*a*) *Inland passage under this rule is not admissible to a soldier on the unattached list (1st class sergeant instructors of volunteer corps excepted), unless his pay, consolidated or otherwise, does not exceed ₹100 per mensem exclusive of family subsistence, horse and travelling allowances and allowances in lieu of rations quarters and tentage. If such a soldier is himself proceeding for change it is further necessary that accommodation be available for him at the station to which he is proceeding, and that a medical officer certifies that the state of his health renders a change absolutely necessary. The medical certificate is to be forwarded direct to the examiner of commissariat accounts of the command concerned, the number and date of the warrant (or warrants if more than one is issued) and the names of the places between which passage is authorised being noted thereon.*

(*b*) *The sanction of the general officer commanding and the medical certificate is unnecessary in the case of men in regimental employ.*

(P. I, 344.) (P. II, 620.) (vi) In the case of a soldier enlisted in India, to the place of his enlistment in India, or to intended place of residence in India if not involving greater cost than to place of enlistment, on leaving the colors on discharge from the army *otherwise than by purchase.*

(P. II, 620.) (*a*) *Travelling allowance at one anna a mile will be granted for any portion of the inland journey for which warrants cannot be furnished.*

(P. II, 619.) (*b*) *The provisions of this rule are applicable to the men of the Madras garrison or governor's band; and corps of ordnance artificers, Madras.*

(vii) If enlisted out of India, to the place of his attestation in the United Kingdom, or to intended place of residence there if not involving greater cost than to place of attestation, on discharge from the army *otherwise than by purchase*, or on transfer to the reserve. (P. I, 340.)

(*a*) *This rule is applicable to a man transferred to the army reserve with permission to remain in India, when subsequently proceeding home to complete his reserve service or on final discharge from the army.*

(*b*) *A man who, on completing his reserve service in India, elects to remain in the country on final discharge from the army, has no further claim to passage to the United Kingdom.* (M. D. No. 37G., dated 27th March 1894.)

(viii) If enlisted out of India, to the port nearest *in direct steam communication* to the place in the colonies, United States of America, or other foreign state, at which he elects to reside on leaving the colors on discharge from the army *otherwise than by purchase*, provided that the cost is not greater than to the place of his original enlistment, and that he remits his deferred pay and savings bank balance to the colony or state to which he is proceeding reserving for his own use only such sum as his commanding officer may consider necessary *en route*. (P. I, 345.)

(ix) To his intended place of residence in India, if permitted to remain in the country, on leaving the colors on discharge from the army *otherwise than by purchase*, or when proceeding on furlough in anticipation of such discharge, provided the cost is not greater than that of passages to the places at which the men were attested. (P. I, 353.) (P. II, 619.)

(*a*) *A soldier will only be permitted to remain in India under this clause on relinquishing all further claim to passage* [see *also paras. 153* (i), *165 and 166*].

(*b*) *Should it not be feasible to provide warrants, travelling allowance at the rate of one anna per mile for the soldier is admissible.* (P. II, 619.)

(*c*) *The provisions of this rule are applicable to men of the Madras garrison or governor's band and corps of ordnance artificers, Madras.*

(*d*) *If however the soldier subsequently falls into distress owing to failing health or inability to obtain employment, and not in consequence of his own vice or unsteadiness, the lieutenant-general commanding the forces may grant him free passage by rail and bullock train to the port of embarkation and a free passage to the United Kingdom* by troopship, *if practicable.* (P. I, 360—361.) (P. II, 624.)

(*e*) *The application will be submitted to the lieutenant-general commanding, by a pensioner through the pay examiner and controller of military accounts of the command, by others through the officer* (P. I, 360.)

146—*contd.*

commanding the nearest station, accompanied by a certified copy of the applicant's discharge certificate, and a certificate of good character signed by the chaplain, commanding officer, or magistrate of the station or district where the man last resided, or by any one having means of forming an opinion of his conduct since leaving the army (see *also para. 165*).

(P. I, 362.) (*f*) *In the event of a free passage being granted to a local service pensioner his pension will be in abeyance during his voyage.*

(P. II, 607.) (x) When ordered by the general officer commanding, on the recommendation of a medical board, to the port of embarkation in charge of his sick wife when the latter is invalided to England, and returning therefrom.

(P. II, 621.) (xi) When, being the husband or other person selected for the purpose by the commanding officer, proceeding to the port of embarkation in charge of a woman of bad character removed to England, and returning therefrom.

(P. I, 330.) (P. II, 603.) (xii) When, being a warrant officer promoted under the royal warrant dated 11th March 1882 or a non-commissioned officer serving on the unattached *list* or with the sappers and miners, proceeding to England on medical certificate or to Paris for treatment at the Pasteur institute and returning therefrom.

(P. I, 330.) (*a*) *Passage under this clause is restricted to sea and rail only, and is admissible by private vessel during the non-trooping season.*

(P. I, 330.) (*b*) *If proceeding by troopship he will be available for duty unless a medical board declares him unfit* (vide *I. A. F. M. 324*).

(*c*) *The provisions of para. 125 (1) (c) are applicable to these classes when sent for treatment to Pasteur institute, Paris.*

(P. I, 337.) (P. II, 615.) (xiii) Within Indian limits, if a party to a suit instituted by a British soldier, with the permission of his commanding officer, with a view to obtaining a divorce under the Indian Divorce Act.

Passage under this clause is restricted to sea and rail only.

(xiv) When, being a regimental tailor, sent from regimental headquarters to detachments at outstations for fitting and altering clothing.

(P. II, 643, A). (P. I, 366). (xv) If permitted to accompany his wife proceeding to undergo a course of training as sick nurse or midwife [*vide* para. 153 (xvi)].

(xvi) When granted furlough to England on private affairs, under the provisions of clause 202, India Army Circulars of 1897, and when returning therefrom—

(*a*) *Free passage under this rule is restricted to rail to and from the port of embarkation and troopship.*

(*b*) *If serving in Burma and a Government vessel is not available, passage by a private one, to and from India FOR THEMSELVES ONLY, is admissible.*

(*c*) *Unattached list warrant and non-commissioned officers will not be required to do duty with the troops on boardship, except in case of emergency: all others will.*"

147. The provisions of para. 96 are applicable to British soldiers, except that when proceeding from inland stations to presidency towns and back they will be supplied, by officers authorised to sign passage warrants, with Form E certificate (para. 101); and, if successful, will recover on contingent bills the cost of both journeys by rail and actual expenses, within authorised limits by bullock-train or dâk. (P. I, 333.) (P. II, 622.)

Trained Army Schoolmistresses.

148. Free passage is allowed to a trained army schoolmistress:—

(i) When transferred, on the recommendation of a medical board to another station in India or to England, on account of ill-health. (P. I, 335.) (P. II, 610.)

(ii) On retirement, to England, or to intended place of residence in India, provided she deposits for record with the deputy adjutant general of the command to which she proceeds, a certificate that she relinquishes all claim to future passage to England. (P. I, 336.) (P. I, 385-A.) (P. II, 639-C.)

Passage under this clause is restricted to troopship. (P. II, 639(*a*).)

(*a*) *When inland passage cannot be provided to her intended place of residence in India, she is entitled to a travelling allowance of one anna a mile for herself and eight pies a mile for each child.*

(iii) On resignation or on being placed on the unemployed list. (P. I, 336.)

(*a*) *Passage by sea under this clause is restricted to troopship.*

(*b*) *If placed on the unemployed list and allowed to remain in India a lien may be retained on such troopship passage for 2 years from date of becoming unemployed.*

(iv) A married schoolmistress when joining her regiment or moving in course of relief of a corps, will be re-imbursed the actual and necessary expenses of travelling by rail or road, provided the cost of the passage does not exceed two annas a mile in the case of a trained schoolmistress when travelling with her husband; and four annas a mile by road and one anna by rail when travelling without her husband. [P. II, 589-A (*h*)(*i*).]

(v) On arrival in or departure from India, unmarried or widowed schoolmistresses and schoolmistresses the wives of civilians, pensioners or discharged soldiers and unaccompanied by their husbands will not be required to remain in rest camps (see Army Regulations, India,

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Volume I, Part I), but will, when required to halt for any time at the port of embarkation, or disembarkation, be granted a detention allowance to enable them to put up at a respectable hotel. When moving on duty they should always be despatched through to destination by "mail train." Their despatch by troop trains is prohibited. Their despatch to the port of embarkation should be timed so as to avoid unnecessary detention there.

(P. I, 335-A.) 149. When moving on duty from port to port within Indian limits unmarried or widowed schoolmistresses or married schoolmistresses if they cannot be accompanied by their husbands, are not to be sent by Government steamer if there are no other women on board: in such cases passage by private vessel should be provided.

(P. I, 355.) (P. II, 616.) 149 A. When a schoolmistress married to a discharged soldier travels at the public expense, free passage will also be granted to her husband and children, provided her husband hold rank on discharge not below that of sergeant.

The same class of accommodation and conveyance as is given to the schoolmistress or its equivalent, will be given to her husband and children.

The husband will be allowed baggage according to his late army rank.

Families of British Troops.

(P. I, 401-A.) 150. The families of regimental warrant and non-commissioned officers and men, struck off the Indian establishment on proceeding with their corps to the colonies in relief, will, as regards passage, come under the rules and provisions of the War Office Allowance Regulations.

(P. II, 625-626-635-660.) 151. The recognised members of a British soldier's "family" are his wife and children including step children, and also, if they are legitimate offspring of soldiers, adopted children *bonâ fide* dependent on him for support. Unmarried daughters receive passage without limit as to age; but sons over 16 years of age travelling by sea only receive passage by troopship or vessels wholly chartered for the conveyance of troops—not by private vessel,—and when travelling inland they receive passage if accompanying their fathers, but not when the father marches and the families are sent by rail or river.

(P. I, 369 and 437 (*h*) footnote 1.)

152. The provisions of paragraph 145 are applicable to the families of regimental non-commissioned officers and men.

[P. I, 345, 353 368, 437 (*h*).] 153. Free passage is allowed to the members of a British soldier's family—

(P. II, 145, 619, 625-635.) (i) under the same conditions as govern the grant of passage to the soldier himself when proceeding on transfer; or on permanent duty;

or to his intended place of residence when leaving the colors on discharge from the army *otherwise than by purchase*; or if fallen into distress after discharge in India, and granted passage to England under para. 146 (ix) (*d*), provided, in this case, that the soldier was married before being discharged from the army. (P. I, 342.)

(*a*) *A soldier granted travelling allowance under para. 146 (vi) (a) and (ix) (b) will also be granted one anna per mile for his wife and eight pies per mile for each child accompanying him.* (P. II, 624 a, 919.)

(*b*) *The wife and family of a British soldier who marries without leave in India are not entitled to free passage to England or elsewhere when the soldier leaves the country.* (P. II, 642.)

(*c*) *If prevented from accompanying the soldier by any cause beyond their own control, they will be granted passage on a certificate from their commanding officer, when the impediment is removed.* (P. I, 378.) (P. II, 627-636.)

(*d*) *Women who are likely to be confined during the move of a regiment or detachment are to be left with their husbands at the station from which the regiment or detachment proceeds until they are able to travel and are in no case to be sent in advance.* (P. II, 643.)

(*e*) *Passages will not be granted to soldiers' wives who remain in private service when their husbands move, nor will they be granted return passages to India if they proceed home in private service.* (P. I, 377-378.) (P. II, 636.)

(*f*) *When the wife of a soldier serving in India takes private service and returns to England, a report of the same is to be made to the deputy adjutant general of the command and also to the officer commanding the depôt at home, with a view of preventing the possibility of a return passage to India being granted by the state.* (P. II, 637.)

(*g*) *A travelling allowance of two annas a mile * or a bullock train passage if available and preferred is granted to the family of a soldier on the unattached list or in departmental employ transferred on permanent duty to a station five miles distant. If the soldier is ordered to travel by dâk or any other expeditious mode,* (vide *para. 607*) *he can take his family with him, but any extra expense in excess of the allowance of 2 annas a mile will not be borne by the state.* [P. II, 589A (*c*) (*d*).]

(*h*) *A schoolmaster transferred from one station to another with or without troops will be allowed the actual expense for the conveyance of his wife (not being a trained schoolmistress) and family in cases in which a free passage warrant has not been given; the cost not to exceed two annas per mile by road and nine pies by rail.* [P. II, 589A (*g*).]

(ii) When proceeding to a hill or other station in India for change on medical certificate themselves, or when permitted by the general officer commanding the district to accompany the soldier sent for a change of climate, and returning therefrom [see para. 146 (v)]. [P. I, 362 (*a*), 370, 437 (*h*).] (P. II, 605.)

*In calculating travelling allowances at mileage rates, fractions of a mile are to be omitted

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(P. I, 370.) (P. II, 604-5.) *Provided, as regards families of men on the unattached list, other than 1st class sergeant instructors of volunteer corps, that the husband is not in receipt of pay, consolidated or otherwise, exceeding* ₹100 *per mensem, exclusive of family subsistence, horse or travelling allowances or allowances in lieu of rations, quarters or tentage. This restriction is inapplicable to passages by sea.*

(P. II, 589 A, note.)

(P. II, 145.) (iii) When moved into camp on account of sickness and returning therefrom.

(iv) To their intended place of residence in India, in the case of Eurasian families *only*, if desiring to remain in India on the soldier being invalided to England insane.

P. I, 411 (*h*). (P. II, 630.)

In the event of the soldier recovering and wishing for his family to rejoin him at home, an application for a passage for them will be considered on the merits of the case.

(P. II, 615.) (v) Within Indian limits, if parties to a suit instituted by a soldier with the permission of his commanding officer, with a view to obtaining a divorce under the ndian Divorce Act;

Free passage under this clause is restricted to rail and sea only.

(P. II, 633.) (vi) In the case of an insane wife of a soldier, with necessary escort, to and from an asylum.

(P. II, 641.) (vii) In the case of a soldier's child sent, with necessary escort, to its relatives in India, on being left at a station for satisfactory reasons without its natural protectors.

(P. I, 371-372, 377.) (viii) To England on the recommendation of a medical board when returning passage by troopship *only* is admissible.

(*a*) *Homeward passage by sea under this rule is restricted to troopship except in cases of great urgency when continued residence in India is attended with danger to life, in which case contract passage may be allowed under the sanction of the lieutenant-general commanding the forces. But under no circumstances will return passage be given except by troopship.*

(P. I, 373.) (P. II, 629.) (*b*) *Families sent home under this rule will proceed under the same arrangements as other invalids, but in each case a report is to be submitted by the general officer commanding to the deputy adjutant general of the command for transmission to the government of India, and in the case of the families of men in regimental employ to the Under Secretary of State for War, War Office, London.*

(P. I, 376.) (ix) To England on the soldier embarking for foreign service, and when permitted to rejoin him;

(P. I, 368 and 390.) (P. II, 633.) (x) To their intended place of residence, on the soldier's decease, under the same conditions as govern the grant of passage on discharge *otherwise than by purchase;*

(a) *Inland passage to their homes in India is admissible under this rule, to families provided with free passage to India under army allowance regulations, paragraph 346 (g), (1898 edition).* (P. II, 640.)

(b) *If they elect to remain in India, and no objection exists, free passage to their elected place of residence may be given on the condition that all claim to future passage to England is forfeited. The written consent to this effect will be forwarded by the despatching officer to the deputy adjutant general of the command to which they proceed, for record.* (P. I, 385 A.) (P. II, 639.) (M. D. No. 1892, C., dated 6th October 1896.)

(c) *If they cannot be provided with warrants, a travelling allowance of one anna a mile for the widow and eight pies a mile for each child is admissible.* (P. II, 639.)

(d) *The family may retain a lien on passage for twelve months from the date of the soldier's decease.* (P. I, 385.)

(e) *If the twelve months' limit expires out of the trooping season passage in a private vessel by the cheapest route available may be given.* (P. I, 387.)

(f) *Passage will not be given after expiry of the above limit unless the family is prevented from embarking within that period by any cause beyond its control, or has been specially permitted by the lieutenant-general commanding to remain with the corps as a favor, in which case application for passage should be submitted for the sanction of the commander-in-chief.* (P. I, 385, 386.)

(g) *Widows should not be sent to the Deolali depôt for embarkation long before the 12 months of their widowhood expires unless required to be embarked shortly after arrival there.* (P. I, 389.)

(xi) To their homes under the same conditions as govern the grant of passage to a soldier on discharge *otherwise than by purchase* if the soldier deserts and is not captured within 12 months of desertion; (P. I, 370.) (P. II, 634.)

(xii) To their homes under the same conditions as govern the grant of passage to a soldier on discharge *otherwise than by purchase* if the soldier is sentenced by a court-martial to death, penal servitude or long term of imprisonment, whether the family is on the married roll or not, provided that they are left in destitute circumstances, which should be certified to by the commanding officer of the convict's late regiment and the certificate approved by the lieutenant-general commanding. (P. I, 401.)

If the man is sentenced to a term of imprisonment which he will have to complete in India after his corps leaves the country in relief, and his sentence does not involve discharge from the army, his family should be sent home within 12 months from the commencement of his imprisonment, unless the wife obtains private employment in India sufficient to support herself and children.

(xiii) To England on the death of the mother, or on the remarriage of the mother after the soldier's decease.

153—*concld.*

(P. I, 391.) (*a*) *Provided that there is satisfactory reason for believing that proper arrangements have been made for their reception and care on arrival in England, and that all further claim to passages between England and India and* vice versâ *is relinquished.*

(*b*) *General officers commanding will grant passages under these conditions submitting to the deputy adjutant general of the command a report of the names of the children and their parents, and of the names and address of the person to whom the children are to be made over on arrival in England, in sufficient time to allow of the information being communicated through the government of India to the secretary of state for India before the children reach England.*

(P. I, 392.) (*c*) *All orphan children sent home, specially as such, are to be forwarded to Netley, a ward for their reception having been opened at that hospital.*

(P. I, 363 and 364.) (P. II, 603.) (xiv) When the soldier is proceeding to England on medical certificate, and returning therefrom *by troopship*, while serving on the unattached list or with the sappers and miners, and provided there is accommodation for the family in the troopship by which the soldier proceeds.

(*a*) *Free passage under this clause is limited to rail and troopship only.*

(*b*) *If the soldier travels by private vessel, free passage will be granted by rail for the family to or from the port and by sea for boys who may be cripples or blind, but the soldier must make his own arrangements for sea passages for all other members of his family, towards which government will assist him to the extent only of £10 for the homeward and £10 for the outward voyages.*

(P. I, 383.) (P. II, 632.) (xv) In the case of a soldier's wife removed to England for misconduct.

Passage by sea for such women is restricted to private vessels: they are not to be sent by troopship.

(P. I, 366.) (P. II, 643-A.) (xvi) To and from Calcutta, Madras, Rangoon, Bombay or Poona, if selected to undergo a course of training as sick nurses or midwives in the civil hospitals at these stations [see para. 146 (xv)].

[P. I, 362 (*b*).] (xvii) When, in very special cases only, permitted to accompany the soldier when granted furlough under paragraph 146 (xvi).

(*a*) *Free passage is restricted to rail to and from the port of embarkation and to troopship by sea except in the case of families of Unattached List men who will only be allowed troopship passage under paragraph 163.*

(*b*) *A man granted passage by private vessel between Burma and India under paragraph 146 (xvi) will not be granted passage in such a vessel for his family.*

(*c*) *The conditions of this rule are applicable to the families of soldiers who marry whilst on furlough provided they are placed on the married roll.*

Homes, Schools, and Asylums for children.

154. Free passage is allowed:—

(i) To the children of British soldiers, men of the Governor's band, Madras Carnatic ordnance artificers, and Eurasians serving in native corps, on first admission to Lawrence military asylums or other recognised orphanages *;
or on first admission to the nearest recognised orphanage on the plains when the lady superior or principal of the institutions in the hills certify that they cannot be received there;
and on first subsequent transfer to a recognised orphanage in the hills when accommodation becomes available. (P. I, 398, 399, 399-A., 399-B., 400.) (P. II, 645, 648, 649.)

* *Lawrence Military Asylums at* Sanawar, Murree, Mount Abu and Ootacamund.

Recognised orphanages,

The Bombay Education Society's Schools.

The Scottish Orphanage, Bombay.

The Madras Military Female Orphan Asylum.

The Roman Catholic orphanages at Simla, Mussoorie, Murree (St. Michael's School), Darjeeling (St. Joseph's Seminary), Jubbulpore, Bangalore; Vellore Vizagapatam, Madras, and in the Bombay command.

Passage under this rule is inadmissible for men in staff employ (1st class sergeant instructors of volunteer corps excepted) whose pay and emoluments exceed R100 per mensem, exclusive of family subsistence, horse or travelling allowance, house rent and ration money.

(ii) To the *fatherless* children of honorary commissioned and warrant officers, non-commissioned officers and soldiers in staff employ (irrespective of pay and allowances drawn by them during their lifetime.) (P. II, 657.)

Pensioners,
Carnatic ordnance artificers, and
Men of the governor's band, Madras, if admitted into—

Any Lawrence asylum or recognised orphanage,	under the sanction of government.
The Lawrence military asylums at Sanawar and Ootacamund.	under the sanction of the principal.
The Lawrence military asylum, Murree.	under the sanction of the committee.

(iii) To the parent or guardian when placing such children for the first time *only* at these institutions under clauses (*i*) and (*ii*) and when returning therefrom. (P. II, 646.) (P. 399-A.)

154—*contd.*

If the person travelling in charge is a soldier or other person usually provided with quarters, the rule in paragraph 716 is applicable; if not, the dak bungalow fees for the rooms occupied by the children are considered as part of the travelling charges.

(P. II, 651.) (iv) To the parent or other authorised person proceeding to the above institutions, to withdraw children who are to accompany their fathers on departure from India, transfer to another presidency, or discharge by purchase or otherwise. Also, on the return journey, to the escort and children so withdrawn.

(P. I, 309.) (P. II, 652.) (v) From the above institutions to their intended place of residence for government wards * over 16 years of age whose friends are willing to take charge of them.

(P. II, 653.) (vi) From and to the institution for the person who may proceed in charge of *female* wards, or male wards who are crippled or ill removed under clause (v), when such escort may be absolutely necessary, in consequence of no suitable opportunity presenting itself for despatching them under other arrangements.

Passage under this rule is not *admissible to the friends of such wards.*

(P. II, 644.) (vii) To children and their guardians proceeding to or from the "Summer Homes for soldiers' children" at Murree and Mussoorie.

But whenever practicable the children should accompany convalescents.

(P. II, 658.) 155. When, under special circumstances, a soldier's child is sent to a Lawrence asylum or a roman catholic orphanage in a presidency other than that in which the parents are serving, a free passage for the child and guardian is allowed *on the understanding that the parents defray any charges in excess of the cost* of a journey to an institution in the presidency in which the child is residing. This rule will also govern the grant of a free conveyance from an asylum or orphanage in such cases.

(P. II, 646, 654.) 156. Parents or guardians must make their own arrangements for passage when proceeding to and from an asylum or recognised orphanage for the purpose of withdrawing or escorting children therefrom, except under the conditions of paragraph 154 (iv).

(P. II, 647.) 157. No children are to be permitted to travel from distant stations to an asylum between the 15th April and 15th October.

* "Government wards" are children of soldiers whose support and maintenance government have undertaken.

158. Children proceeding to the Lawrence military asylum at Sanawar or to the roman catholic orphanage at Simla should be given warrants to Kalka only, see Appendix XVI. (P. II, 650)

159. The children of men of the governor's band, and Carnatic ordnance artificers, Madras, Christian drummers, buglers, bandsmen, etc., attached to regiments of native cavalry or infantry are allowed free passes *by railway* to enable them to proceed to schools which may be established in the neighbourhood of the stations where such corps are located. A certificate signed by the commanding officer is to be attached to each application for a free pass, showing that there is no suitable school nearer than the one selected. (P. II. 659.)

Not-entitled passages—British soldiers and their families.

160. The provisions ofpara. 119 are applicable to British soldiers and their families.

161. The provisions of para. 134 are applicable to non-commissioned officers of the public works department, and to non-commissioned officers employed as clerks on consolidated salaries in army or command head-quarters' offices, when proceeding to England on privilege leave ; but passages for their families, when not accompanied by the non-commissioned officers themselves, will only be granted by the special sanction of the commander-in-chief in the case of men employed at army head-quarters, and of the lieutenant general commanding in all other cases ; payment of the regulated messing charges will invariably be made on or before embarkation. (P. I, 331.)

162. Non-commissioned officers of the public works department and non-commissioned officers employed as clerks on consolidated salaries in army or command head-quarters' offices are not to be permitted to proceed on privilege leave to England until they have lodged the full amount of return passage-money, or given security for the payment of the same, when, in the event of their being unable to make arrangements for their return themselves, a government return passage will be provided. The provisions of the latter portion of para. 127 (*a*) and (*b*) are also applicable to these non-commissioned officers. (P. I, 332.)

163. "Not-entitled" passages may be granted to the families of Unattached List warrant and non-comissioned officers granted passage under paragraph 146 (xvi), and also to the families of those who may marry whilst on furlough and have complied with regulations.

Passages for discharged soldiers and their families.

(P. I, 341.) **164.** No soldier will be discharged in India, whether to pension or not, unless he shews that he has adequate means of livelihood.

(P. I, 342.) **165.** The discharge certificate of every man discharged with permission to remain in India shall be crossed with an entry shewing whether he is unmarried or married and has a family when discharged (*vide* para. 153 (i)).

(P. I, 343.) **166.** Non-commissioned officers and soldiers who may have remained in India on discharge and obtained employment in the police, telegraph, railway or other departments of, or connected with, the state are not entitled to payment of their passages to England; free passages therefore will not be provided, unless in any special cases the government of India, on the recommendation of the authority under which such discharged soldiers may have been employed, sanction the grant of a free passage, the cost of which will be a charg against the department in which the soldier was last employed.

(P. I, 343.) **167.** No soldier whose discharge has been sanctioned as an indulgence for the purpose of taking employment with any private company or person will under any circumstances be provided with free passage to England.

(P. I, 346.) **168.** Soldiers transferred to the army reserve, can only receive passage to the United Kingdom.

(P. I, 347—349.) **169.** Soldiers purchasing their discharge from the army and returning to England will not be granted passages in Her Majesty's Indian troopships. They must, in addition to the regulated amount of purchase money, lodge the sum of R350 in the hands of the regimental paymaster, R320 being intended for sea passage to England, and R30 for the railway journey to the port of embarkation. If the men are serving in Burma, or at any other place beyond sea, or at a station off the line of railway, an additional amount must, when necessary, be deposited, sufficient to cover the cost of their conveyance to the nearest railway station in India.

(P. II, 617.) In the case of a married man, a sum, equal to that lodged for his own passage must be lodged on account of his wife, and two-thirds of the same amount for each child.

(*a*) *Warrants will be issued for the journey to the port of embarkation and the cost recovered from the amount deposited for the purpose.*

(P. I, 349.) (*b*) *Soldiers who purchase their discharge while serving in Burma may be given free passages when possible, to Calcutta in any of the Indian*

marine vessels which may be employed in carrying out the annual reliefs.

(c) *When the soldier proceeds towards the port of embarkation, a remittance of the money lodged by him for his sea passage, and a statement of the cost of the journey to that port must be made to the officer commanding the depôt at the port. In the event of the money being paid to army agents in England by the friends of the soldier the adjutant-general will, on receipt of this information from the government of India, name the date on and the port at which the soldier desires to embark. He will also communicate all necessary details to the officer commanding the man's regiment, who will in turn communicate with the controller of the command; the controller will then sanction the amount being charged in the next general state with a view to its transmission to the officer commanding the depôt at the port of embarkation.* (P. I, 349-350.)

(d) *The actual cost of the sea passage to England will be paid to the agent of the vessel in which the man sails, any balance due to the soldier, after meeting all expenses, being paid to him on arrival in England at the rate of exchange periodically fixed; or if the money was lodged in England at the rate of exchange at which it was converted into Indian currency.* (P. I, 351.)

170. All soldiers and men of the army reserve on completion of their reserve service, other than those enlisted in India or those discharged to pension, taking their discharge in India in view to remaining in the country, are required to produce a satisfactory guarantee of passage home, properly drawn up and signed by some responsible person or in the name of some firm or company, failing which they will be required to lodge, with the right to interest, the necessary passage money (₹400) in the Bank of Bengal, Madras or Bombay, under the orders of the controller of military accounts of the command. (P. I, 348.)

This sum cannot be withdrawn unless a satisfactory guarantee of passage is produced, or unless the man has left his employment and is desirous of leaving the country when, on production of a certificate signed by the captain of the vessel or the shipping agent that passage has actually been secured, the amount will be refunded.

The cost of his passage, and if a married man, that of his family also, to his intended place of residence in India will be borne by himself. (P. II, 617.)

171. All soldiers for discharge, who may be sent to depôts on the coast to be provided with passages to England or the colonies, are to be warned while at such depôts, against entering into engagements with ship agents without consulting an officer of the depôt or the staff on the spot. (P. I, 352.)

Invalids.

(P. I, 356.) 172. Passages *viâ* the Cape of Good Hope in private vessels may be granted to soldiers in cases of very serious illness, when this course is recommended by the principal medical officer, Bombay command, in consultation with the principal medical officer, Bombay district.

In such cases it must be distinctly stated that passage in a troopship *viâ* the Suez Canal is dangerous and that a long sea voyage is essentially necessary.

(P. I, 357.) 173. Soldiers invalided solely in consequence of having suffered from an attack of insanity, but who have recovered, will be sent home as "invalids under surveillance," and not as "insanes." When on the voyage home, such men are not to be provided with special accommodation and attendance, but to provide for cases of relapse they should only be despatched by transports possessing suitable accommodation for insanes. They are not to be placed on sentry with arms, or on posts of exceptional importance. An informal inspection of them will be made daily by the medical officer in charge. They will be sent with ordinary invalids to the port of embarkation under district arrangements and under such surveillance as the principal medical officer may consider requisite.

(P. I, 357-A.) *Passage by rail to the port of embarkation and thence by*
(P. II, 624.A.) *private steamer to Brindisi or Marseilles, and by rail on to Paris during the trooping or non-trooping seasons, is admissible in the case of British regimental warrant and non-commissioned officers and men bitten by rabid dogs, and recommended by a medical board to proceed for treatment to the Pasteur institute, Paris. Passage by rail and sea from Paris to the regimental depôt in the United Kingdom is also allowed.*

(P. I, 358.) 174. Before any invalids of Her Majesty's Indian forces, *viz.*—

I.—Such warrant officers as were originally in the Indian local army and have not volunteered for general service;

II.—Non-commissioned officers and men of the invalid battalion;

(P. I, 359.) III.—Non-commissioned officers and men of the Indian local army, who may be attached to, or serving with, departments;

are permitted to proceed to the port of embarkation for passage to England, the names and all particulars connected with such men shall be communicated to the supreme government, in the military de-

partment, in view to timely notice being given to the home authorities of their intended departure. The above information will be communicated through the deputy adjutant general of the command to the government of India so soon as the embarkation of such men shall be sanctioned or decided on.

175. When the wives of soldiers serving in India are invalided to England on account of insanity or very serious illness, and their husbands are recommended by the medical board to accompany them, they may be granted furlough by the lieutenant-general commanding the forces, or transferred to the home establishment under the sanction of the general officer commanding the district in which they are serving. The following should be granted furlough: — (P. I, 380.)

All regimental warrant officers.

All regimental non-commissioned officers (including colour sergeants) above the rank of sergeant.

Sergeants holding appointments such as sergeant drummer, unless they revert to the rank of sergeant.

All others, including armourer sergeants, should be posted to the home establishment for duty, and a copy of the proceedings of the medical board is, in such cases, to be forwarded to the Under Secretary of State, War Office, London, through the deputy adjutant general of the command.

176. Except in cases specially provided for in these regulations, all soldiers and their families entitled to passage to England are to be sent home by troopship during the trooping season. (P. I, 382.)

177. Under no circumstances will passage money, in lieu of troopship or contract passage, be granted to British soldiers or their families entitled to passage. (P. I, 54, 339.)

178. On the departure from India of a married soldier, either as an invalid for discharge on transfer to the depôt or on the relief of his regiment, his wife and children (including step children) must accompany him, unless the special sanction of government to a contrary course has been obtained through the lieutenant-general commanding; such families relinquish all claims to subsequent passage to England. (P. I, 374.) (P. II. 635.)

(a) *Such sanction will only be accorded in cases where it is clearly shown that the individuals left behind will not require future assistance from the state, either in the form of subsistence allowance or subsequent passage from India, and then only when the application is preferred in sufficient time to admit of a reply being received before the soldier leaves his station for the port of embarkation.* [P. I, 374(a).]

178—*contd.*

[P. I, 374 (b) (c) (e).] *(b) Commanding officers are held responsible that this order is stringently enforced, and general officers will require from the officer commanding each battery or company, British regiment, and hill depôt in their command, one month prior to the march of corps proceeding home and of the time appointed, and again when the invaliding boards have concluded their proceedings, a certificate to the effect that the wives of all men belonging thereto are present with or will accompany their husbands home, and that none of their children will be left in this country, either in the care of private individuals, or in the various asylums and schools, as subsistence allowance will not be continued after departure of the parents from India, the exceptions, if any, being vouched by a copy of the government sanction.*

[(P. I, 374 (d).] *(c) It is to be clearly understood that whenever regiments, batteries, time-expired men, invalids or widows proceed to England, children who may have been placed in the various Lawrence asylums, orphanages, or other charitable institutions of India, are to be withdrawn and will accompany their parents or parent.*

[P. I, 374 (d).] *(d) Children who have neither parents nor step-parents will alone be permitted to remain.*

(P. I, 375.) *(e) The rules contained in clauses (a),(c) and (d) will also apply to widowers and their children.*

[(P. I,374 (f).] *(f) Officers commanding at the ports of embarkation will report by telegraph to the deputy adjutant general of the command concerned any cases in which it may appear that this order has not been fully carried out amongst the troops arriving for embarkation, the men concerned being detained until the matter has been settled satisfactorily.*

(P. I, 381.) 179. Soldiers' wives who are within three months of their confinement will not be allowed to embark either at home or abroad in troopships, or in transports, or in mail or contract steamers or other vessels, and the husbands of such women will be detained with them.

(P. I, 382.) 180. When a soldier's wife is ordered to embark on any of the vessels alluded to in para. 176 the officer commanding the corps or battery will send to the medical officer in charge, a nominal roll (I. A. F.R. 516) in duplicate. The medical officer will fill up the form, retain one copy for record in the hospital, and return the other to the commanding officer, who will submit it to the assistant adjutant general of the district, with a view to its being forwarded to the general officer commanding at the port of embarkation.

The matrons of hospitals for soldiers' wives will, when available, assist the medical officer in ascertaining the actual condition of women about to embark, before they leave their stations for the port of embarkation.

181. All soldiers' widows, as also the wives of soldiers who proceed to England without their husbands and who are provided with passage at the expense of the state, are invariably to be provided with the proper voucher,—(army form O. 1777 for families belonging to British corps, and I. A. F. R. 534 for families of non-commissioned officers and soldiers on the unattached list),—to support their travelling expenses to their intended place of residence in the United Kingdom. Commanding and departmental officers are responsible that the necessary vouchers are prepared and sent with these women from their stations, and embarking officers are to see that all such women are in possession of the document in question before embarkation. (P. I, 388.)

The same course is to be adopted in the case of widows and orphans proceeding to the colonies, and profligate women ordered home without their husbands. (P. I, 390.)

Insanes.

182. All insane soldiers or the insane widows, wives and children of British soldiers for transfer to the United Kingdom, will, as far as possible, be despatched during the trooping season. Special accommodation for insanes is generally provided on the vessels employed in the trooping service, and will be allotted by the quartermaster general on the application of lieutenant-generals commanding forces, and ordinarily, all insanes, suspected insanes, and men recovered from insanity should be sent home in vessels provided with such special accommodation. Whenever it is proposed to despatch harmless insanes by private vessels due notice of the intention must be given to the company, etc., concerned. (P. I, 411.)

The principal medical officer of the command will determine whether insane soldiers are to be admitted to an asylum pending transfer to England, or detained at their stations for despatch in due course for direct embarkation on the vessel to which allotted. If admitted into an asylum in the first instance they will be sent to their destination under special escort; whilst those intended for direct embarkation will be similarly sent from their stations, under such arrangements to be made by the general officer commanding the district in communication with the general officer commanding at the port of embarkation as will ensure their punctual arrival at the port of embarkation three days previous to departure of the vessel.

In the case of insane widows, wives and children of soldiers, the application for passage is to shew whether or not the insanes have relatives or friends willing to receive and take charge of them on arrival in the United Kingdom; otherwise the special sanction of the

182—*contd.*

government of India to the despatch of the insane concerned must be obtained beforehand by the lieutenant-general commanding. Special nurses, and if possible the husbands or fathers of the afflicted, will be embarked with them.

When insane soldiers are embarked with troops, one or two attendants (drawn from the time expired men on board) will be detailed for the care of each insane embarked.

All insane soldiers will be despatched to Netley on arrival in the United Kingdom. Insane women and children will not be sent to Netley, and, if they have no homes to be sent to or friends to take charge of them, will be handed over to the parish authorities at the place of disembarkation.

Vide paragraph 1652 (iv) and (v), Queen's Regulations.

The procedure indicated in paragraph 174 is also applicable to insanes of Her Majesty's Indian forces.

Convicts.

(P. I, 402.) 183. Military convicts will ordinarily be sent to England in troopships.

(P. I, 354.) 184. All soldiers convicted and sentenced by the civil power either to penal servitude or imprisonment, who were not enlisted in India and whose discharge from the army is ordered are entitled to free passage to England after the expiration of the term of their penal servitude or imprisonment. The conveyance of such men in troopships or transports not being permissible, their passages are arranged for by the civil authorities, and the cost charged to the military department.

Clerks and Civilian Subordinates.

(P. II, 598.) 185. Except where it is otherwise provided in these or other regulations, or where it may be otherwise specially sanctioned by the Government of India, the travelling allowances of clerks in all military offices and other civilian subordinates employed under the military department will be regulated by the civil service regulations.

(P. II, 598.) 186. The travelling expenses of a civilian bandmaster will be paid by Government on occasions when a regimental band may be ordered to a distance from the station where the regiment is quartered.

(P. I, 597.) 187. Free passage is allowed for civilian bandmasters of native corps when accompanying their corps.

Free passage under this rule is restricted to rail only.

188. Civilian mechanics are granted passages or travelling allowances as under :— (Paras 547, 54[illegible] 5[illegible]-A [illegible]-B, 55[illegible] A. R. I., Vol. IV., Part I.) [P. II, 5[illegible] (M. D. No. 1910-C, dated 14[illegible] October 18[illegible].)

(a) On first joining or on permanent transfer from one station to another.

Civil chief master armourers and chief mechanical engineers.—First class passages by rail, with scale of servants and baggage as allowed to subaltern officers, for themselves and families.

Second class civilian mechanics.—Second class passages by rail for themselves and families, with the scale of servants and baggage allowed to warrant officers.

Chief mechanical engineers and civil chief master armourers travelling on duty in England are given first class railway passages, and all other civilian mechanics second class passages.

(b) On tours of inspection or when temporarily detached to outstations for duty.

Civil chief master armourers.—Double first class fare by rail, an allowance of eight annas a mile by road, and a first class passage by river with one servant, when travelling on tours of inspection; otherwise they will travel by rail, river and dâk on warrants, being allowed one servant.

The chief mechanical engineer in charge of the machinery in the Ferozepore and Rawalpindi arsenals is given the same travelling allowances as a civil chief master armourer when on tour of inspection.

Chief mechanical engineers.—First class passage by rail and river for themselves with one servant, and an allowance of eight annas a mile by road.

Ordnance artificers or second class civilian mechanics (Europeans).

Otherwise than in Burma.—Double second class fare by rail, actual travelling expenses by road not exceeding four annas a mile, and a second class passage by river with one servant.

In Burma.—Second class passage by rail and actual conveyance hire by road or river.

(c) Conveyance hire.

Civil chief master armourers, when on duty at out-stations, are entitled to the actual charges incurred in travelling from their temporary residence to the several places in stations they are required to visit on duty and back, the bills for such charges being supported

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Passages—Clerks and Civilian subordinates.

188 *contd*

by a certificate under their signature that the amount claimed was actually expended, and by certificates from the commanding officers of the corps visited by them, showing the number of visits paid to each corps. When proceeding on duty in their own stations conveyance hire is inadmissible, but they may be allowed a covered bullock cart or riding mule where the distances to be traversed are considerable.

Other civilian mechanics, including those serving in Burma, are granted conveyance hire when proceeding on duty to out-stations, on the conditions laid down in paragraph 124. When proceeding on duty to different parts of their own stations conveyance hire is also admissible.

(P. I, 430.) (P. II, 591 & 592.)

189. Free passage is allowed to the office establishments which accompany army head-quarters, India the director general of ordnance in India, the commissary general-in-chief, principal medical officer, Her Majesty's forces in India the director, army remount (P. II, 592.) operations, and lieutenant-generals commanding Punjab, Bengal, Madras, and Bombay, on tour of inspection or proceeding on other duty.

(P. II, 592.)

(a) The office establishment of the commissary general-in-chief when travelling between Simla and Calcutta, receive travelling allowances for themselves and their families under the Simla allowance code, but when on inspection tour off this line of route, they are granted warrants.

(P. I, 427.)

190. Free passage is allowed to civilian clerks of the commissariat and ordnance departments, and those serving under the uncovenanted service rules in military staff offices.

(i) When joining their appointments on being appointed to stations beyond sea, and returning therefrom on relief or discharge;

(a) Free passage under this rule is restricted to sea.

[P. II, 593 (a) (b).] [106, K. III, (a), Vol. V.] (P. I, 328, 428.) [P. II, 593 (f).]

(b) Free passage by rail, river or road is not admissible to a clerk or agent joining a permanent appointment for the first time.

(ii) when those who may have been sent from India to serve in Burma or Aden are returning to India on leave on medical certificate, and when required to rejoin their stations at the expiration of such leave;

(a) Free passage under this rule is restricted to sea, and to passage to and from the port of embarkation in Burma by rail and river.

(P. I, 328.)

(iii) when returning from Burma to India on ordinary leave;

(a) *Free passage under this rule is restricted to sea and in a Government vessel only.*

(iv) when travelling on tour of inspection. (P. II, 593 III.) (P. I, 430.)

(a) *Free passage under this rule is restricted to rail, river and road.*

(b) *When not supplied with warrants for the road journey, they come under the provisions of para. 1127, civil service regulations.*

(v) when travelling on duty. [P. II, 593, I and II.]

(a) *When not supplied with warrants for the road journey, they come under the provisions of para. 1127, civil service regulations.*

(vi) when entertained for temporary employment and proceeding to join, and when returning to the place of their engagement on the temination of their appointment or on account of ill-health, *provided that in the first instance no suitable person can be had on the spot and the engaging officer considers it necessary to authorise passage.* [P. II, 93 (b) and (c).]

(a) *Free passage under this rule is restricted to rail and road.*

(b) *When not supplied with warrants for the road journey, they come under the provisions of para. 1127, civil service regulations.*

191. Free passage is allowed from Aden to India for commissariat clerks and other subordinate servants of government discharged for misconduct or permitted to resign their appointments. (P. I, 429)

(a) *Free passage under this rule is restricted to sea, and may under the sanction of the general officer commanding at Aden be allowed by private vessels in the absence of Government steamers.*

Agents and Storekeepers.

192. Free passage is allowed to commissariat agents and storekeepers.

(i) When travelling on duty.

(ii) When transferred from one appointment to another in the public service, either permanently or temporarily, and whether with or without promotion, if entitled to draw pay or acting allowance during transit, *and provided they are not transferred at their own request.* [P. II, 5 clauses I, II, III.] Do.

(a) *Passage under rule (ii) is restricted to rail, river and road.*

(b) *When not supplied with warrants for the road journey they come under the provisions of para. 1127, civil service regulations.*

192—*contd.*

[P. II, 593 III (*f*).] (iii) When returning to India from Burma and Aden on leave on medical certificate and when required to rejoin their stations at the expiration of such leave.

[106 K (*e*), A. R. I., Vol. V.]

(*a*) *Free passage under this rule is restricted to sea, and to passage to and from the port of embarkation in Burma by rail and river.*

[P. II, 593(*b*).] 193. Free passage by rail and road is allowed to an agent or storekeeper entertained for temporary employment, to the station at which his services may be required if no suitable person can be had on the spot, and the officer who engages him considers it necessary to authorise his travelling at the public expense, and similarly back to the place at which he was engaged on termination of appointment.

[P. 100 K, III, (*a*) Vol. V.] (*a*) *Free passage is inadmissible for an agent joining a* permanent *appointment for the* first *time* [*see para. 190 (1) (b)*.]

Families of Clerks and Civilian Subordinates.

(P. II, 591.) (P. II, 462.) 194. Free passage is allowed—

(i) for the family of a clerk or draughtsman accompanying army head-quarters, India, or the office of the director general of ordance in India, from Simla to Calcutta and back, or to and from a standing camp, provided the stay of the offices at Calcutta lasts for three months;

(P. II, 462.)

(P. II, 591.) (*a*) *Free passage under this rule is restricted to rail with the travelling allowance shewn in para. 613 for the road journey between Simla and Kalka and* vice versâ.

(*b*) *This rule is applicable to children irrespective of age, provided they are dependent on their fathers and are living with them.*

(ii) for the family of a clerk accompanying him when he travels under the provisions of clauses (i), (ii), and (v) of paragraph 190.

(P. I, 427, 431.) (P. II, 593, I, II.)

[P. II, 593 (*f*).] (*a*) *Passage for families accompanying clerks travelling under clause* (ii) *of para. 190 is restricted to rail and river to port of embarkation in Burma and by sea to and from India in Government vessels only. Return passage by rail and river to Burma is inadmissible.*

(P. II, 593, I. and II.) (*b*) *The grant of passage to the family of a clerk travelling under clause* (v) *of para. 190 is conditional on his duty, or stay in his new appointment continuing for at least six months.*

(P. II, 594.) (*c*) *If a clerk who is entitled to passage for his family under the foregoing rules has to leave them behind on account of sickness or other sufficient cause, he will be allowed passage for them when they are able to follow him on a certificate from the officer under whom he is serving that the family was living with the clerk at the time he left.*

[P. I, 419 (*x*), 432.] [P. II, 593(*g*).] (iii) to India for the widows and children of the clerks mentioned in paragraph 190 who, having been entertained in India, may die at Burma or Aden while in the service of the state.

(*a*) *Passage under this rule is restricted to rail and river to the port of embarkation for India and thence by sea to India.*

(*b*) *This rule is also applicable to the families of other subordinates dying at Aden.*

(*c*) *Free passage to their homes is not admissible for the families of clerks or agents ordered on field or foreign service.* [P. II, 593 (*e*).] [106 K. III (*d*), Vol. V.]

(iv) for the families of civil chief master armourers, chief mechanical engineers and other European civilian mechanics travelling under paragraph 188 (*a*). (P. I, 51-A.)

(v) to the family of civilian bandmasters of native corps travelling under paragraph 187. (P. II, 597.)

(vi) to the family of a commissariat agent or store-keeper permanently transferred in the interests of the state under para. 192, provided he is expected to continue in his new appointment for at least six months, and that the appointments from and to which he is transferred are on the same roster. (P. II, 593 II.) (P. II, 599.)

(*a*) *Passage under this rule is restricted to rail, river and road.*

(*b*) *When not granted warrants for the road journey the provisions of para. 1127, civil service regulations, apply.* (P. II, 593 III.)

(vii) for the family of an agent travelling under para. 192 (iii). [106 K. III (*e*), Vol. V.]

(*a*) *Passage is restricted to rail and river to port of embarkation in Burma and by sea to India in Government vessels only. Return passage is inadmissible.* [P. II, 593 III (*f*).]

(viii) to India for the widows and children of the agents mentioned in paragraph 192, who having been entertained in India may die while serving at a station beyond sea. [106 K. III (*f*), Vol. V.] [P. II, 593 III (*g*).]

(*a*) *Free passage is restricted to rail and river to port of embarkation in Burma and thence by sea to India.*

195. The widow and children of a civil bandmaster are not entitled to a passage to England at the public expense, notwithstanding that they may have been so provided with a passage to India. (P. I, 365.)

Civilian Witnesses.

196. The following rates of travelling allowance are authorised to be paid to witnesses, not in the military service of government, who may be required by the deputy judge advocate general or officer conducting the trial to attend a court-martial. These rules do not apply to a public officer in civil employ who, under such circumstances, will receive from the civil department the travelling allowances admissible under the rules of that department. (P. II, 399-A.)

196—*contd.*

Europeans and Eurasians are to be divided into three classes, according to their respective stations in life, the classification being made by the magistrate through whom the parties are summoned.

[P.II, 599(a)]

(i) travelling allowance :—

1st class	. . .	8 annas a mile by road and double first class fare by rail;
2nd class	. . .	actual travelling expenses as second or third class passengers;
3rd class	. . .	

from the usual residence of the witness to the station where the court-martial is to be held, and back ;

(ii) Carriage hire for each day the witness may be required to attend the court :—

1st class	Rs. 2 per diem.
2nd class	" 1 "
3rd class	*Nil.*

(iii) The certificate of attendance at the trial, of detention, and period occupied in the journey, which must also show the class of the witness, is to be signed by the president of the court-martial, and is to be supplied to the witness on his application by the deputy judge advocate general or officer conducting the trial.

(iv) All classes of native witnesses not in the military service of government are to be paid their *bonâ fide* travelling charges, both by the way, and during their detention where the trial is held, according to their station in life, of which due information is to be given to the deputy judge advocate general or officer conducting the trial, by the magistrate by whom they are summoned.

(v) In order to meet the necessary travelling and other expenses to the station to which a witness may be required to proceed, the summoning officer is authorised to obtain from the executive commissariat officer the sum required, and to advance it to the witness on his submitting a detailed memorandum of the items of authorised expenditure and a receipt for the amount.

(vi) The above rules will apply also to witnesses required to attend courts of enquiry and other military courts.

Native Commissioned and Non-Commissioned Officers and men—General Rules.

197. The regulations regarding conveyance of families, servants, baggage, and chargers of British subalterns are applicable to Native aides-de-camp to the viceroy governors, commander-in-chief or lieutenant-generals commanding forces. (P. I, 412.) (P. II, 660.)

198. When native troops are required to move from a station, they will usually proceed by ordinary route march, and not by rail, unless especially ordered by competent authority. (P. II, 662.)

199. Bullock train passages may be furnished for native escort proceeding in charge of government stores sent by that mode of conveyance, when it is considered necessary, with reference to the value or nature of the stores or the country to be traversed, that a guard is absolutely necessary. Return passages by bullock train may, in like manner, be sanctioned for such escorts when considered necessary by the officers commanding the station to or from which the men are going. With ordinary despatches by bullock train a lascar may be sent in charge, for whom a bullock train passage may be furnished. A return passage may, in like manner, be sanctioned when considered necessary by the officer concerned. (P. II, 664.)

200. Passages for natives by "road" under the following rules will be granted by bullock train.

Hospital Assistants.

201. Free passage is allowed to hospital assistants, of every class, in military employ— (P. I, 483.) [P. II, 661 (a) and (e).]

(i) When proceeding "on duty"—

(a) *When proceeding from one military appointment to another, and warrants for rail or bullock train passage cannot be provided, they will, if required to travel quicker than 15 miles a day, be granted a travelling allowance of 2 annas a mile. In the Assam and Quetta districts this travelling allowance is given irrespective of the distance travelled daily.* P. II, 661 (f).

(b) *When proceeding from a military to a civil, or from a civil to a military appointment, they are allowed actual fare by rail or steamer, and 2 annas a mile by road.* [P. II 661 (e).]

(ii) When proceeding to the medical colleges of their respective commands for a course of lectures, and returning therefrom. [P. II, 661 (f).]

201—*contd.*

[P. II, 661 (*c*).] (iii) When ordered to join an hospital or dispensary after passing the preliminary examination.

[P. II, 661 (*d*).] (iv) When *necessarily* proceeding to another station for examination for promotion to a higher grade, and when returning therefrom after passing a successful examination; *but if they fail to pass the examination they must pay their own passage back to their stations.*

(P. II, 671.) (v) If attached to corps, and proceeding thence to their homes on medical certificate, and returning therefrom.

(*a*) *Passage under this rule is restricted to rail, sea and river. If a government vessel is not available passage will only be granted by private vessel on the medical officer's certificate (the certificate being dispensed with in the case of movements in Assam) that a passage by water is absolutely necessary on medical grounds.*

(vi) When proceeding to their homes on being invalided or discharged with gratuity as unfit for further service.

[P. II, 661 (*g*).] (*a*) *Passage under this rule is restricted to rail only.*

(vii) To the nearest port of their command at which they can be most conveniently landed when dismissed the army for misconduct while stationed beyond sea.

(P. I, 426.)

(*a*) *Passage under this rule is restricted to sea only.*

Native Military Pupils.

[P. II, 661 (*f*).] 202. Free passage is allowed to a native military pupil ordered to join a medical college or school after passing the preliminary examination.

A marching allowance at Rs. 2 a month is granted when free passage cannot be provided.

Families of Hospital Assistants.

203. Hospital assistants in military employ are allowed free passage for their families *as defined in para. 209.*

(i) When moving in relief or on permanent duty as defined in *para. 103* (ii), (*a*) if their families are permitted to accompany them—

(P. I, 433, 434. (P. II, 698, 709.)

(*a*) *Free passage under this rule is restricted to sea, rail, and government river steamer.*

(b) *The responsibility of transferring married hospital assistants for duty to places on the western coast, Sind and the Quetta districts, and of permitting their families to accompany them at the public expense when the duty is of a permanent nature, is vested in the principal medical officer, Bombay Command, who is to accord specific sanction in each case as it arises.*

(ii) When dismissed the army for misconduct while stationed "beyond sea." (P. I, 426.)

(a) *Free passage under this rule is restricted to sea, to the nearest port of their Command at which they can be most conveniently landed, and on condition that the wives are natives of India and were authorised to proceed "beyond sea" at the public expense.*

(iii) To their homes when their corps is ordered on service. (P. I, 435.) (P. II, 712.)

(a) *The passages herein sanctioned are not to be provided until the date of departure of the corps is actually fixed. If not availed of then they may be granted afterwards if claimed, to the widows and children of men who may have left their families at the depôts and who may die on service, or from sickness certified to have been contracted on service.*

(b) *When the men return to quarters the families, if they rejoin must do so at their own expense.*

(c) *Passages are not admissible under this rule to the families of men attached to the local Burma infantry unless their battalion is ordered on service out of Burma.*

Native Troops—Fighting Men.

204. With the following exceptions, all the ranks and establishments detailed in articles 46 and 47, army regulations, India, volume I, part II, have the privileges and status of "*fighting men*" as regards passages:— (P. I, 422.) (P. II, 695.)

Salutries of native cavalry; shoeing-smiths of native mountain batteries; recruit and pension boys of Madras corps; the Arab levy attached to the Aden troop.

205. The Bombay guides rank as —

(M. D. No. 38C, dated 6th March 1891. " " No. 1114C, dated 16th July 1891.) [P. II, 711.]

Head guide as jemadar; second guide as havildar; private guide as private; and are entitled to free passage when moving on survey or other duty.

206. Free passage is allowed to all "fighting men"—

[P. I, 413 (i); and (iii).] (P. II, 489, 667, 676, 689, 690.)

(i) When travelling "on duty" under the orders of competent military authority.

206—*contd.*

(P. II, 665.) (*a*) *This rule is not applicable to men unless transferred on strictly public grounds, or to silladar cavalry travelling on remount duty, but nativ commissioned officers may be furnished with "on duty" certificates under para. 101.*

(P. I, 413 (ii) P. II, 678 G. O. C. C. No. 586 of 1892.)

(P. II, 688.) (*b*) *Men proceeding to Roorkee on admission to the second and third departments of the Thomason Engineering College, may receive a travelling allowance at the rate of half an anna per mile on a certificate that they are not provided with carriage.*

(P. II, 670.) (*c*) *When native commissioned officers are required to proceed by road to a distant station on duty, and there is not time for them to reach their destination by marching fifteen miles a day they will be provided with conveyance by bullock train, and in its absence, by the most inexpensive mode available, horse or dooly dák being only allowed in very exceptional cases when no other cheaper carriage is procurable.*

(P. II, 676.) (*d*) *Native cavalry men proceeding for instruction in army signalling are not allowed conveyance for their horses.*

(P. II, 691.) (*e*) *Free passage is allowed to men of native regiments, and of the Hyderabad contingent artillery, when proceeding to the veterinary schools at Lahore, Umballa and Poona for a course of instruction, and when returning therefrom.*

[P. I, 437(*g*).] (*f*) *Men of the Aden troop ordered to the veterinary school at Poona are restricted to free passage by sea.*

(P. II, 691.) (*g*) *When proceeding to out-stations to examine and repair the arms of detachments, free passage for head armourer mistries is restricted to rail and bullock train. General officers commanding districts will order the passages on the application of officers commanding regiments.*

(P. II, 615, 676.) (ii) When summoned to another station in India by a magistrate to appear, either as a witness or as an accused, in a criminal case, or as a witness in a civil case, and when returning therefrom.

Note.—When a soldier is conducted by a police escort the cost of the passages of both the soldier and his escort is a civil charge.

(P. II, 681.) (iii) When considered unfit for further military duty and proceeding from an out-station to regimental headquarters or other station to appear before an invaliding committee: *provided the medical officer certifies that it is physically impossible for them to march, or the commanding officer certifies that by marching they cannot arrive by the appointed day. The certificate is to be sent direct to the examiner of commissariat accounts of the command concerned with the number and date of the warrant, and the names of the places*

between which passage is authorised being noted thereon.

(iv) When proceeding on and returning from leave on medical certificate. [P. I, 414, 419.) (i).] (P. II, 671.)

(a) *Passage under this rule is restricted to rail, sea and river, if a government vessel is not available, passage will only be granted by private vessel on the medical officer's certificate (the certificate being dispensed with in the case of movements in Assam) that a passage by water is absolutely necessary on medical grounds.*

(b) *When a medical officer certifies that a native soldier proceeding to his home on medical certificate is unable to march, cart hire to the nearest railway station, port, or canal is allowed Government transport if available should however be given in such cases in lieu of cart hire.* [P. II, 680 (a).]

(v) When proceeding in charge of a sick comrade, including those who may be discharged with pension or gratuity, and when rejoining their corps: *provided the absolute necessity for an attendant is distinctly certified to by the medical officer, whose certificate will be sent direct to the examiner of commissariat accounts with the number and date of the warrant, and the names of the places between which passage is authorised, noted thereon.* Only one attendant is allowed. (P. I, 416.) (P. II, 680.)

In the case of a native officer, the attendant may, if so desired by him, be his personal servant, but return passage for such servant is inadmissible.

(a) *Passage under this rule is restricted to rail, sea and river, (passage by private sea or river steamer being allowed when the individual requiring attendance is permitted to travel by this description of vessel) except when a medical officer certifies that the sick soldier is unable to march, when cart hire to the nearest railway station, port, or canal is allowed. Government transport if available should however be given in such cases in lieu of cart hire.*

(vi) To their homes when discharged as physically unfit for further service. [P. I, 414-415, 437(f).] (P. II, 671; 683, 684, 685.)

(a) *Free passage under this rule is restricted to rail, sea and river.*

(b) *When native commissioned officers, non-commissioned officers and men of the Bombay army and fighting men of the Madras army (Native officers excepted) are pronounced unfit for service, and ordered to be discharged and sent to their homes, they are granted a travelling allowance as follows:—*

In Madras, according to distance between the station at which they may be discharged and their native village, at the rate of 3½ annas for every 10 miles, an excess of 5 miles, in the aggregate distance being charged for at the full rate. The allowance will not

206—*contd.*

be withheld from men discharged the service on account of disease resulting from their own imprudence, but it will not be granted to individuals discharged at their own request, or for malingering, desertion, theft, drunkenness, or other disgraceful conduct, or by sentence of court-martial, including sentences which involve, although they do not specify, discharge; or discharged in consequence of previous discharge from other regiments, for absence without leave, or other misconduct. Men, who may prefer it, will be provided with a free passage by rail, or government steamer when available, and in such cases travelling allowance will only be allowed for the portion of the journey actually and necessarily accomplished otherwise.

In Bombay, 3 annas for each day's journey of 15 miles, but not exceeding three months' pay to men from Hindustan and one month's pay to all others who may have been enlisted within the limits of the Bombay government. When any portion of the journey can be performed by rail or government steamer, free conveyance is invariably to be furnished, the travelling allowance being only admissible for the remaining portion of the homeward journey, if more than 15 miles, on a certificate of distance from the place where the man leaves the rail or steamer to his destination.

(P. I, 414.) (*c*) *Men of the Local Burma infantry discharged* with *gratuity receive under this rule free passage throughout the journey to their homes.*

(*d*) *Men of Burma local battalions discharged at their own request on completion of three years' service, provided the regiment is not more than 5 per cent. below established strength, get free passage throughout the journey to their homes.*

(P. II, 671.) (*e*) *All others discharged* with *gratuity receive free passage by sea, rail and river, and all others discharged* without *gratuity receive free passage by rail and river.*

(P. II, 671.) (*f*) *If passage by Government vessel is not available passage by a private one may be given if it is certified (this certificate is dispensed with in the case of movements in Assam) by a medical officer that passage by water is absolutely necessary on medical grounds.*

[P. I, 414, 437. (*f*) and (*g*).] (vii) To their homes when pensioned or invalided.

(P. II, 671.) (*a*) *Free passage under this rule is restricted to rail, sea and river.*

(P. II, 671.) (*b*) *If passage by Government vessel is not available passage by a private one may be given if it is certified (this certificate is dispensed with in the case of movements in Assam) by a medical officer that passage by water is absolutely necessary on medical grounds.*

(P. I, 426.) (P. II, 679.) (viii) To the nearest port of their command at which they can be conveniently landed if serving beyond sea, or to the nearest station of their command if serving

inland, on dismissal from the army for misconduct while serving beyond the limits of their own command.

(a) *Free passage under this rule is restricted to rail and sea.*

(b) *This clause is also applicable to native soldiers of Madras corps serving at stations north of Jubbulpore.* (P. II, 696.)

(ix) When proceeding on and returning from furlough or leave which is subsequently converted into furlough. (P. II, 686.)

(a) *Passage under this rule is limited to the percentage laid down in army regulations, India, volume II, for all corps except those of the Punjab Frontier Force, who are granted passage to the extent allowed by section 13 of the standing orders of the force.*

(b) *Passage under this rule is restricted to rail only; but is further admissible by sea, between Burma and Madras or Calcutta to men of the local Burma infantry if natives of India, and between Aden and Bombay or Karachi to men of the Aden troop.* (P. II, 696.) [P. I, 419 (iv).]

(c) *Men travelling under this rule will not be allowed free passage for their families, nor will cavalrymen be allowed free passage for their horses, but if they are recalled from furlough for active service, they are allowed free passage by rail for the horses, ponies and syces they are obliged to keep up under the regulations, provided the urgency of the case necessitates their despatch by rail.* (P. II, 696-697.)

(d) *All "fighting men" recalled from furlough for active service will be re-imbursed their* bonâ fide *necessary travelling expenses, other than by rail, both when proceeding to their homes and when rejoining their corps. This privilege does not apply to their families.* (P. II, 697.)

(x) Of the Aden troop, to the extent of 5 per cent., proceeding on and returning from short leave on urgent private affairs. [P. I, 419 (vi).]

(a) *Free passage under this rule is restricted to sea between Aden and Bombay or Karachi and to government vessels only.*

(xi) When recalled for active service from short leave of over 15 days. (P. II, 697.)

(a) *Free passage under this rule is restricted to rail.*

(xii) To their homes on joining the native army reserve in the first instance. [P. II, 697 (c).] (Para. 51, Indian army reserve regulations.)

(a) *Free passage under this rule is restricted to rail, sea and river.*

(xiii) When called up for training or service, and when returning therefrom. [P. II, 697 (c).]

(a) *Marching batta at the rate of one rupee for every 100 miles or fraction of 100 miles is allowed for such part of the journey as cannot be done by rail, sea or river, but men re-transferred to the colors at their own request will not be allowed free passages to join unless at the time of application for re-transfer their battalion is under orders for* active service.

206—*contd.*

[P. II,697(d).] (xiv) To their homes for soldiers in the active reserve who are invalided during training.

(a) *Passage under this rule is restricted to rail.*

(P. II, 691-A.) (xv) To native officers and non-commissioned officers of Bengal and Punjab frontier force cavalry proceeding to the Allahabad grass farm for a course of instruction, and when returning therefrom.

Recruits and Recruiting Parties.

(P. II, 668-687.) 207. Free passage is allowed—

(P. I, 425.) (i) to native gentlemen receiving direct commissions, men appointed to authorised schoolmasterships of native corps, and recruit "fighting men," when proceeding to join their corps.

(a) *Passage under this rule is restricted to—*

(P. II, 673.) Rail only, *in the case of men joining silladar cavalry:*

Rail only, *with free conveyance for baggage for such portion of the journey as cannot be performed by rail, or by river steamer and boat in Assam and Madras, in the case of men joining other corps, provided they are passed into the service.*

(P. I, 425.) *In addition, passage is further allowed by sea in Bombay, by canal in Madras and by river in Assam.*

(P. II, 673.) (b) *The railway fares and river steamer and boat fares in Assam and Madras, of recruit "fighting men" for all corps, bona fide brought by native soldiers from their homes for enlistment and men who undertake the journey to regimental head-quarters at the request of officers commanding the corps into which they enlist, and men producing a certificate from a civil officer of the district from which they proceed to the effect that they are going to the corps for the purpose of being enlisted, will be defrayed by the state, provided they are finally approved and passed into the service.*

(P. II, 673-A.)

(P. II, 673 (A.) (c) *A recruit "fighting man" for any native corps producing a certificate from a civil officer of the district from which he proceeds, to the effect that he is going to the corps for the purpose of being enlisted, will, on being finally approved and passed into the service, be entitled to recover his railway fare for the journey.*

(P. I, 424.) (P. II, 674.) (d) *The commandant of the Aden troop is authorised to recover from the state the actual cost of the railway journey to the port of embarkation in India and sea journey to Aden, of approved recruit fighting men enlisted at Aden for that corps.*

(P. II, 674 (A.) (P. I, 424 (A.) (e) *Recruits enlisted in India for the Aden troop are granted an allowance equal to the marching batta admissible to recruits enlisted for the native infantry, up to the date on which they join the head-quarters of the troop. The allowance is not admissible for the portion of the journey performed by rail.*

(f) Free passage by rail is allowed for recruit "fighting men" when proceeding from the place of their enlistment to the stations of examination by recruiting and medical officers, for approval and medical examination.

(ii) To all enlisted recruits, rejected by committees, commanding officers or district recruiting officers, returning to the place of their enlistment, or to their homes if they actually proceeded from their homes to the place of enlistment. [P. I, 437 (g) and (i).] (P. II, 675.)

(a) Free passage under this rule is restricted to sea, rail and river, but is further admissible by canal in Madras with a travelling allowance of 1 anna 9 pies for every 12 miles by road. [P. II, 683(a).]

(iii) To all recruiting parties going from and returning to their corps. (P. II, 672-676.) (P. I, 438-A.)

(a) When moving by road all recruiting parties of native infantry (except those of the Assam Gurkha regiments and the regiment at Bhuj, who get free carriage) draw batta to provide for the conveyance of their baggage.

(b) Passage under this rule is restricted to rail, but is further admissible by river in Assam, by sea in Bombay, by canal in Madras and by sea between Madras and the northern ports when canals are closed and no additional expense is thereby incurred. [P. I, 438(a).]

Recruits and Pension Boys.

208. Free passage is allowed to a recruit or pension boy of a Madras or Bombay corps and for one member of his family travelling in charge of him (P. II, 707.)

(i) On permanent removal. (P. II, 707.)

A recruit or pension boy of a Madras corps discharged as unfit for service is entitled to half the allowances admissible under para. 206 (vi) (b), subject to the restrictions therein prescribed. [P. II, 683(a).]

(ii) When proceeding home on medical certificate and returning therefrom. (P. II, 707.) [P. I, 419 (i).]

(iii) When proceeding home on the departure of his corps on foreign service, and when rejoining his corps on its return. (P. II, 707.)

(a) Free passage under this rule is restricted to rail and canal, but is also allowed by sea between Aden and Bombay or Karachi under clause (ii). [P. I, 419(i).] (P. II, 707.)

Families of Native Troops.

209. The recognised members of a family consist of the wife and legitimate children actually living with and dependent on the soldier, but sons over 16 years of age will only be allowed passage by sea when the families proceed by a government vessel, and by rail when [P. II, 699-A.]

209—*contd.*

P. I, 437 (*h*).] accompanying their fathers, but not when their fathers march and the families are sent by rail, or under any other circumstances.

P. II, 705.) **210.** In Madras and Bombay other members of a family, paying their own fares, are conveyed under certain conditions on the Great Indian Peninsula and South Indian railways at a special rate of 2 pies per head per mile.

211. Free passage is allowed—

[P. I, 434-437(*h*) 438-C.] (P. II, 698-705.) (i) To the families of all "fighting men" if permitted to accompany them, when moving in relief or on other permanent duty as defined in para. 103 (ii) (a).

(*a*) *Free passage under this rule is restricted to rail, sea, and government river steamer.*

(P. II, 701.) (P. II, 448.) (*b*) *This rule does not apply to the families of men proceeding on recruiting duty, or to their homes on sick leave, or discharged to pension, nor on occasions of the annual relief of the detachment of native infantry on out-post duty at Trichoor from Quilon, by back-water, by boats, when though the officers and men are allowed free passage, the men pay for the accommodation required for their families.*

(P. II, 700.) (*c*) *Families unable to accompany men owing to sickness or other sufficient cause, may be provided with passage, on the commanding officer's certificate, when the impediment is removed.*

(P. II, 700.) (*d*) *Should a man's family not be present with him at the time he moves, he has no claim to have them subsequently conveyed free to his new station.*

(P. I, 435.) (P. II, 706.) (ii) to their homes for the families of all "fighting men" ordered on service;

(*a*) *Passages under this rule are not to be provided until the date of the departure of the corps is actually fixed; but if not availed of then they may be provided afterwards if claimed, for the widows and children of such men as may die on service or from sickness certified to have been contracted on service.*

(P. I, 435.) (*b*) *Passages are not admissible under this rule to families of the local Burma infantry, unless their battalion is ordered on service* out of Burma.

(P. II, 706.) (*c*) *In Madras, the families forfeit cart hire for any portion of the journey performed by rail or canal.*

(P. I, 436.) (P. II, 706.) (iii) to the families of all "fighting men" of the Madras corps *only*, when rejoining corps on their return from foreign service;

(P. I, 435.) (P. II, 712.) (*a*) *Cart hire is forfeited for any portion of the journey performed by rail.*

(P. I, 702.) (iv) To the families of all "fighting men" of Madras corps serving in other commands when proceeding to their homes on leave on medical certificate.

(a) *Passage under this rule is restricted to rail to the station on the line nearest their homes; return passage will not be granted, and if the families rejoin at their own expense they will not be granted free passage when the husband or corps return to the Madras command.*

(v) *by sea* to the families of drummers, trumpeters, farriers, shoeing smiths, veterinary pupils and musicians *of Madras corps* travelling on medical certificate, when change of station is certified by the senior medical officer on the spot to be absolutely necessary; [P. I, 437 (4).]

(vi) to the families of men of the Aden troop, when the men are proceeding on and returning from leave on medical certificate: *provided such families are the result of Indian and not local alliances;* [P. I, 419 (ii).]

(a) *Passage under this rule is restricted to sea, from Aden to Bombay or Karachi and back to Aden.*

(vii) to the families of other native soldiers, stationed at Aden proceeding on leave on medical certificate; [P. I, 419 (iii).]

(a) *Passage under this rule is restricted to sea from Aden to Bombay or Karachi only. Should the families return to Aden at their own expense they will not be entitled to passage to Bombay or Karachi when their regiment returns to India in course of relief.*

(viii) to the families of men of the Aden troop when proceeding on and returning from furlough, within a limit of 10 per cent. per annum of the married men; [P. I, 419 (v).]

(a) *Free passage under this rule is restricted to sea between Aden and Bombay or Karachi.*

(ix) to the wife and children of a Goorkha "fighting man," when travelling from Nepal to regimental head-quarters to join the soldier; (P. II, 708.)

(a) *Free passage under this rule is restricted to rail and steamer, and will be granted once only during the native officer's or soldier's service.*

(x) to the legitimate Nepalese wives, and their children, of "fighting men" of the three Goorkha battalions serving in Assam, when moving in relief; [P. II, 708-A)(.]

(a) *Free passage under this rule is restricted to river and road, or an allowance of two annas per mile per family for such portion of the road journey as is impassable by carts.*

(xi) to the families of all "fighting men" of the local Burma infantry proceeding on and returning from leave on medical certificate, or to their homes on discharge, with or without pension: *provided the wives are natives of India and that, in the case of rank and*

Sec I.

Passages Followers.

211 — *contd.*

file, that they are within the authorised percentage viz.:—

10 per cent. of havildars.
20 " " naicks.
5 " " sepoys.

(a) *Passage under this rule is restricted to sea from Burma to Calcutta or Madras.*

[P. I, 419 (viii).] (xii) to the families of "fighting men" discharged with or without pension while serving at Aden;

[P. I, 418, 418A, 419 (ix).] (a) *Passage under this rule is restricted to sea from Aden to Bombay or Karachi.*

(P. II, 704-A.) (P. I, 418-A.) (xiii) to their homes in India to the widows and children of all native ranks of the Burma local battalions who may die while serving in Burma.

(a) *Free passage is restricted to sea and rail.*

(P. II, 703.) (P. I, 418) (xiv) to their elected place of residence to the widows and children of drummers and musicians of native regiments who may die on foreign service or while serving at Aden.

(a) *Free passage is restricted to sea and rail.*

(P. II, 704.) [P. I, 419 (ix).] (xv) from Aden to Bombay and thence to their homes to the widows and children of native officers and soldiers who may die while serving at Aden.

(a) *Free passage is restricted to sea and rail, the sea passage being limited as far as possible to Government vessels.*

(P. I, 426.) (xvi) to the nearest port of their command at which they can be most conveniently landed, for the families of all "fighting men" dismissed the army for misconduct while on foreign service, or located beyond the limits of their own command; *provided the wives are natives of India and were authorised to accompany the regiments at the public expense.*

Followers.

(P. I, 422.) (P. II, 693, 695.) **212.** With the following exceptions, all the ranks and establishments detailed in articles 46 and 47, army regulations, India, volume I, part II, have the privileges and status of fighting men as regards passages:—

Salutries of native cavalry; shoeing smiths of native mountain batteries; recruit and pension boys of Madras corps; the Arab levy attached to the Aden troop. These and all other recognised public followers whether enlisted, or attested, or enlisted and attested are classed for passage as, and are hereinafter styled, "public followers."

213. Free passage is allowed—

(i) To public followers travelling "on duty" under military orders. [P. I, 437(a) and (c); P. II, 11·]

(a) *Free passage under this rule is restricted to sea, rail and river; but bullock train passage is also allowed in the case of hospital attendants of the army hospital native corps when travelling on emergent duty under the orders of the district principal medical officer; and menial servants on the establishments of army head-quarter's offices travelling to and from Simla whenever it may be certified that it is necessary for the men to travel expeditiously.* (P. II, 448, 664.)

(b) *Permanent or temporary ambulance establishments and transport attendants, when proceeding to join their appointments on being entertained or re-entertained at one station for service in another station in India, are restricted to free passage by sea and rail.*

(c) *Zilladars and salutries of the horse-breeding department when accompanying assistant superintendents of the department on inspection duty are allowed their* bonâ fide *travelling expenses on a certificate from the assistant superintendent, that the most inexpensive kind of carriage has been used.* (P. II, 438.)

(ii) To public followers returning from a station beyond sea to the command in which they were entertained, on being discharged, pensioned, invalided, or granted medical leave, and when returning from medical leave to their stations beyond sea if their services are required. [P. I, 419 (i), 437(b),(c),(g).]

(a) *Free passage under this rule is restricted to sea.*

(b) *Passage from Karachi to Bombay is admissible under this rule to enlisted followers serving in Sind.* [P. I, 437(e).]

(c) *Men returning from Burma on being invalided, or discharged for no fault of their own, and when proceeding on, or returning from sick leave to India, are also allowed free passage by rail and river in Burma, and, in the case of mountain battery baggage mule drivers, to their homes in India.* [P. II, 693(a).] [P. I, 437(f).]

(d) *Care should be taken to avoid needlessly sending men away on medical certificate from foreign service or stations beyond sea.* (P. I, 437.)

(iii) To an authorised follower proceeding as an attendant on a sick authorised follower, and on the return journey, when the absolute necessity for such attendance is distinctly certified to by a medical officer. [P. I, 437(e).] [P. II, 693 A.]

Only one attendant is allowed in each case.

(a) *Free passage under this rule is restricted to sea, with rail and river passage in Burma.*

(iv) To men of the following classes employed for continuous service in Burma, when proceeding to or from Burma on entertainment, on relief, on leave on medical certificate and rejoining from such leave, and when pensioned. Commissariat employés, weighmen, black- (P. I, 438 D.) (P. II, 714.)

213—*contd.*

smiths, sweepers, coopers, toties, moochies, measuring men, bellows boys, bakers, kneaders, tin-smiths, tinmen, hammer-men.

(a) *Passage under this rule is restricted to sea, except when proceeding to India on leave on medical certificate and returning therefrom when rail and river passage in Burma is also allowed.*

(P. II, 682.) (v) To public followers when sent under exceptional circumstances to the nearest lunatic asylum (vide *army regulations, India, volume I, part II, paras. 488-489*).

(a) *Free passage under this rule is restricted to rail and bullock-train.*

[P.II, 693 (B).] (vi) To public followers in special cases, under the orders of the general officer commanding a force in the field when it is considered advisable that they should be removed from a field or general hospital to another station, or when they are invalided as unfit for field service.

Also for the attendants on such followers when the medical officer in charge of the hospital certifies that they are too ill to take care of themselves.

(a) *Free passage under this rule is restricted to road, river and rail.*

[P. I, 437 (d).] (P. II, 692.) (vii) To public followers in corps and departments north of Jacobabad, who were engaged in western India, when proceeding to Bombay on leave on medical certificate.

(a) *Free passage under this rule is restricted to rail and sea.*

[P. I, 419 (iv).] (viii) To the artillery tindals and lascars permanently located at Aden, when proceeding on and returning from furlough.

(a) *Free passage under this rule is restricted to sea between Aden and Bombay or Karachi.*

[P.II. 693 (C).] (ix) To hospital attendants of the army hospital native corps, when proceeding to their homes on being discharged, invalided, or on sick leave, and when rejoining from sick leave.

(P. II, 693.) (a) *Free passage under this rule is restricted to rail.*

(b) *Except as provided for in clauses* (ii), (vi), (vii), *and* (ix) *free conveyance by rail and government steamer is not authorised for public followers discharged on medical grounds as unfit for further service, or proceeding on or returning from sick leave.*

[P. I, 438-E. (i).] (x) To the gun porters attached to the Assam Gurkha regiments, and to permanent or temporary transport attendants and ambulance establishments, when proceeding to their homes on discharge on account of reduction of establishment, sickness or termination of service.

(a) *Free passage is restricted to sea, rail and river, and is not allowed to individuals discharged at their own request before completion of their term of service, or for misconduct, inefficiency, suspected of malingering, or injuring themselves in order to obtain a discharge.* [P. II, 693-D (i).]

(xi) *By rail, river and road* to flagmen, weighmen, kotwals, mutsuddies, chowdries, tindals and lascars of British corps and weighmen of native corps, when proceeding to the places where employment may be found for them by the commissariat (vide *army regulations, India, volume V, para. 1097*) and ordnance departments, if they cannot be employed locally, on their corps proceeding on service. [P. II, 697 (b).]

Men for whom no employment can be found, and who may consequently be granted furlough on half-pay, will not receive free passage to the place where they may elect to reside.

(xii) By rail, river and road to one bunniah per troop or company of Native cavalry or infantry, when accompanying corps proceeding on service, to the point at which the issue of free ration commences, and thence back to their homes or regimental depôts; also to the point when the issue of free rations ceases on the return of the troops from service. [P. II, 697 (a).]

(xiii) To approved lascar recruits enlisted in India for service at Aden. (P. I, 425.)

(a) *Passage under this rule is restricted to sea from Bombay or Karachi to Aden.*

(xiv) To syce recruiting parties of British mounted corps going into the districts; and, with the syces engaged by them when returning to their corps. (P. II, 672.)

(a) *Passage under this rule is restricted to rail.*

Families of Private Servants.

214. The families of *private servants* of officers, etc., are not entitled to free passage under any circumstances. [P. II, 357 iv.)]

Families of Public Followers.

(**As defined in para. 206.*)

215. Free passage is allowed—

(i) To the families of "public followers"—other than transport followers—if permitted to accompany the men when proceeding in relief or on permanent duty, as defined in para. 103 (ii) (*a*). (P. I, 434.) (P. II, 711, 713.)

215—*contd.*

(a) *Free passage under this rule is restricted to sea, rail and government river steamer.*

(P. II, 700.) (b) *If a man's family is unable to accompany him owing to sickness or other sufficient cause, passage is admissible on the commanding officer's certificate when they are able to follow him.*

(P. II, 700.) (c) *If the family is not present with the man when he moves, they have no claim to be subsequently conveyed free to his new station.*

(P. II, 713.) (ii) To the families of enlisted men of the army hospital native corps, if permitted to accompany the men when they are proceeding to join their stations on first appointment

(a) *Free passage under this rule is restricted to rail and government river steamers.*

(P. I, 435.) (P. II, 712.) (iii) To the families of public followers of native corps and men of the army hospital native corps proceeding to their homes when the men are ordered on service.

(P. II, 712.) (a) *The passages herein sanctioned are not to be provided until the date of departure of the corps is actually fixed, but if not availed of, then they may be provided afterwards, if claimed, for the widows and children of such men as may die on service, or from sickness certified to have been contracted on service.*

(P. II, 712.) (b) *When the men return from service, the families, if they wish to rejoin them, must do so at their own expense.*

(P. II, 712.) (c) *Passages are not admissible under this rule to the families of men serving with the local Burma infantry, unless their battalion is ordered on service out of Burma.*

[P. I, 419 (ii).] (iv) To the families of the artillery tindals and lascars permanently quartered at Aden, when the men are proceeding on and returning from leave on medical certificate.

(a) *Free passage under this rule is restricted to sea, between Aden and Bombay or Karachi, and only to families which are the result of Indian, not local, alliances.*

[P. I, 419 (iii).] (v) To the families of all other recognised public followers originally entertained in India, proceeding from Aden on leave on medical certificate.

(a) *Passage under this rule is restricted to sea passage only from Aden to Bombay or Karachi; should the families return to Aden at their own expense, they will not be entitled to passage to Bombay or Karachi when their regiment returns to India in course of relief.*

[P. I, 419 (vi).] (vi) to the families of the artillery tindals and lascars permanently located at Aden, when proceeding on or returning from furlough.

(a) *Free passage under this rule is restricted to sea, in government*

vessels only between Aden and Bombay or Karachi, and to families which are the result of Indian, not local, alliances.

(vii) To families of public followers, who may have been entertained in India and who may die at Aden whilst in the service of the state. [P. I, 419 (x).]

(a) *Free passage is restricted to sea from Aden to Bombay or Karachi.*

(viii) To the families of enlisted followers who may be returning to India on transfer to the pension establishment. [P. I, 419 (xi).]

(a) *Free passage under this rule is restricted to sea from Aden to Bombay or Karachi.*

(ix) To the families of men travelling under para. 213 (iv). (P. I, 438-D.) (P. II, 714.)

(a) *Passage under this rule is restricted to sea, and in the case of men rejoining from sick leave to government vessels only. Rail and river passage to the port of embarkation in Burma is, however, allowed when the men are proceeding to India on leave on medical certificate.*

(x) To India for the widows and children of men of the classes named in para. 213 (iv), who may die while serving the state in Burma. (P. I, 438-D.) (P. II, [illegible])

(a) *Passage under this rule is restricted to rail and river to the port of embarkation in Burma and thence by sea to India.*

SECTION II.

Scales of servants and attendants, chargers, baggages, tentage and stores for which free conveyance is allowed to officers, troops, etc., travelling on duty at the public expense.

216. All ranks and corps proceeding on or returning from field service are restricted to the scale of servants, chargers, ponies, tentage, baggage (free inland conveyance for which, in the case of officers and warrant officers, is restricted to rail and river) and stores, prescribed in the field service equipment tables, with any modifications which may be specially ordered at the time. (G. O. 90 of 1890.) (P. I, 481-A., 465.) (P. II, 147, 356-A., 438.)

If, when officers and other details are leaving their normal stations there is any reason for believing that they may be detained for any length of time at an intermediate station, despatching officers may at their discretion grant the ordinary scale of baggage, etc., to such intermediate station, the restriction to field service scale only applying from the station from which the individual actually proceeds on service.

Should they be detained for permanent, garrison, or other duty after the termination of field operations, free conveyance by sea, rail and river for the difference between the field service and ordinary scale of baggage may then be given if considered necessary.

Servants and Attendants.

(P. I. 451.) (P. II. 214.) 217. All ranks provided with free passage are entitled to free conveyance for personal servants and other attendants on the following scale:—

N.B.—The families of private servants are not entitled to free conveyance under any circumstances. [P. II. 357 (iv).]

I.—Proceeding to a port of embarkation for Europe or the colonies.

		By sea.	By rail and river. Personal servants.	By road. Horse or tonga dâk.	By road. Pony (riding) palki or dooly dâk or mail cart.	By road. Bullock-train or country carts.	Remarks.
1		2	3	4	5	6	7
[P. I. 446, 447.] (P. II. 357 (1).]	General Officers (including officers of relative rank.) for themselves	1 (male) (a)	1 . . . If a sick officer, or a sick member of his family is certified by the local military and medical authorities to require special care an extra servant, or in the case of an officer, an European soldier attendant may be allowed. [P. II. 357 (1).]	1	[P. II. 459 c).] Nil.	Accommodated in baggage carts. (P. II. 472.)	(a) Applicable also to outward journeys. But no expense will be allowed for servants unless they actually accompany the officers, and are embarked under proper authority. (P. I. 451.)
	General Officers (including officers of relative rank.) for their families	1 (female) (a)	1 . . .	...			
	Officers invalided to England on account of insanity or other serious illness, when the necessity for an attendant is clearly established by a medical board.	1 (c) With return passage at the government expense.	1 with return passage to station. (*Vide* para. 58.)	...			(b) Such authority may, in the case of troopships, be withheld by the general officer commanding at the port of embarkation if in his opinion the children do not require the services of a nurse. If the officer and his family proceed by private vessel, free passage, or the regulated passage money, for one female servant is allowed, provided the children require the services of a nurse, and
[P. I. 448, 449 and 450.]	All other officers for themselves	.....	1 . . .	1			
	All other officers for their families	.....	1 . . .	...			
	All other officers for the children of officers above the rank of subaltern.	1 (female) (a) (b)	1 (female)	...			
	Departmental warrant officers	.....	. . . . .	1			

Servants and attendants.

irrespective of whether the officer's wife and children are themselves entitled to passage or not. (P. I, 448-449.)

(c) When an insane officer of either the British or Indian service proceeds by private vessel, and the medical board certifies that the only attendant by whom the patient can be effectively controlled is a particular friend, a first class passage is allowed for such attendant. Otherwise a second class passage, on the homeward journey only, is allowed on private vessels. (P. I, 446(a).)

(d) No servants, male or female, other than Europeans can, under any circumstances, be embarked on board troopships with officers or their families proceeding from India to England. This rule does not apply in cases of regiments or batteries proceeding to Aden.

Any disputed case should be referred to the quartermaster general in India. (P. I, 445(a).)

Female insanes ... 1 From Calcutta to Bombay with return passage if desired (*vide* army regulations, India, vol. I, Part I, para. 1262). (P. II. 360).

Lady nurse ... 1

Sec. II.

Servants and attendants.

217—*contd.*

(P. II, 375.)

II.—Proceeding between stations within Indian limits while continuing on the Indian establishment.

	BY SEA.		BY RAIL.				BY RIVER.			BY ROAD.			REMARKS.
			PERSONAL SERVANTS, EXCLUSIVE OF HORSE ATTENDANTS.				(In addition to 2 attendants on each authorised charger for which conveyance is granted.)						
	Personal servants. (a)	Horse attendants.	Permanent duty.	Temporary duty. (c)	Followers allowed when tentage is taken.	Horse attendants. [See para. 493 (IV).]	Private steamer.	Government steamer.	Troop boat.	Horse or tonga dâk.	Pony (riding), palki or dooly dâk or mail cart.	Bullock train or country cart.	
1	2	3	4	5	6	7	8	9	10	11	12	13	14
Commander-in-chief in India or officer newly appointed as such proceeding to take up his appointment.	...	Two for each authorised charger. (P. I, 444.)	Discretional.	Discretional.	Discretional.	Two for each horse authorised to be conveyed free by rail, one attendant to be entered in the warrant as accompanying the horse, the other to be included in the list of followers. See para. 493 (IV). [P. II, 357 (III).]	Discretional.	Same as by rail. (P. II, 442.)	...	Discretional.	[P. II, 459 (c).] Nil.	Such as can be accommodated in the carts allowed for baggage. (P. II, 472.)	(a) If female, instead of male, servants are embarked with married officers, when accompanied by their wives, the extra expense, if any, will be charged to the officers. (P. I, 440.) (b) A third servant may be permitted on the subaltern officer paying the passage money when proceeding on [illegible] service [illegible], provided there be room in the vessel, and no extra expense to the state, direct or indirect, is thereby incurred. (P. I, 441.) (c) Officers issuing warrants are empowered, in very special cases, to allow any number of servants up to the "permanent duty" scale, the words "specially sanctioned" being entered in the warrant. This will be accepted as sufficient authority by the Accounts Department. [P. II, 357 (I).]
Lieutenant-general commanding the forces, Punjab, Bengal, Madras and Bombay.	14		12*	4	6*		12		...	1			
General officer commanding 1st class district.	14		12	4	6		12 (cc)		...	1			
General officer commanding 2nd class district.	12		9	4	3		9 (cc)		...	1			
Colonel	12		5	2	3		5		...	1			
Lieutenant-colonel	6		5	2	3		5		...	1			
Major in command	6		5	2	3		5		...	1			

Servants and attendants.

| | | |

217 —*contd.*

II.—Proceeding between stations within Indian limits while continuing on the Indian establishment —contd.

		BY SEA.		BY RAIL.				BY RIVER.			BY ROAD.			
				Personal servants, exclusive of horse attendants.				(In addition to 2 attendants on each authorised charger for which conveyance is granted.)						
		Personal servants. (a)	Horse attendants.	Permanent duty.	Temporary duty. (c)	Followers when tentage is taken.	Horse attendants. [See para. 492 (IV).]	Private steamer.	Government steamer.	Troop boat.	Horse or tonga dak.	Pony (tidling), palki or dooly dak or mail cart.	Bullock train or country cart.	Remarks.
1		2	3	4	5	6	7	8	9	10	12	12	13	14
	Chief clerk of the offices of the adjutant general or quartermaster general in India, when not holding commissioned rank.	...	...	5	2	...	...	2	Same as by rail.	...	1 When travelling under para. 606.	[P. II, 459 (c).]		aggregate expense of the conveyance of the soldier does not exceed what would be incurred if the authorised number of native servants allowed were provided with third class passages, when accompanying the officer. (P. II, 3[illegible].)
	Chief mechanical engineer and civil chief master armourer. (f)	1	...	...	1 (f)	...	...	1	1	...	1			(f) Under all other circumstances, the travelling expenses of the soldier servant, both to and from, must be borne by the officer, and in case of his demise, recovered from his estate. A railway warrant is in these cases not admissible, save as provided for in paragraph 58. (P. II, 359.)
P. II, 524).	Lady nurse	...	...	1	1	...	...	...	...	...	1	Nil.		
	Warrant officer and civilian mechanic .	1	...	1*	1*	...	...	1	1	1	1		1 (g) [P. II, 459 (d) and (e).	(g) Provided portion of the journey is by railway, and as regards civilian mechanics that travelling allowances are not drawn. (P. II, 460-A and 660.)
	Family of a departmental warrant officer,	...	...	1*	1*	...	...	...	...	...	...			
(P. II, 669.)	† Native commissioned officer, *except when proceeding on or returning from furlough, or going to their homes on being pensioned,*	1 (h)	...	1 (i)	1	...	...	1 (g)	1 (g)	1 (g)	1			

	Army schoolmistress, being unmarried, or whose husband is not a schoolmaster or serving in the regiment, or is not travelling with her.	1	...	1	1	..	...	...	...	...	...			(k) Free passage by sea only is allowed for the servant of a native officer returning to India from a station beyond sea at which he may be quartered on transfer to the pension establishment.
	British staff sergeants, whether departmental or regimental.	1	...	1	1	...	...	1	1	...	...	Nil.	1 (g)	(i) When a native commissioned officer dies while serving with his regiment at a station out of the presidency to which his regiment belongs, free passage by rail, to the station in its own presidency from which the regiment was last removed, will be granted to the servants of such officer, provided they were conveyed thence at the public expense in the first instance. (P. II, 558.)
	British non-commissioned officers of sappers and miners.	1	...	1	1	...	...	...	1	...	...		1 (g)	
(P. II, p. 9.)	Hospital Assistant	1	...	...	...	...	...	...	...	...	..			
	European, Eurasian and Native clerks, and other civilian subordinates classed as superior servants in chapter XVI, paragraph 435, civil service regulations.													(j) Applicable only to movements on duty when travelling allowances are not drawn. Chief mechanical engineers and civil chief master armourers are however allowed 1 servants by $\frac{\text{sea}}{\text{rail}}$ when moving to join or on permanent transfer. (M. D. 1910 C., dated 14th October 1895.) [P. II, 593 (z).]
	On salaries exceeding Rs. 35 per mensem.	1	...	...	...	...	...	1	1	.		...	...	
	On salaries of Rs. 80 per mensem and upwards.	...	...	1	1	...	...	...	...	...		...	...	
	N. B.—If under that amount he is only allowed to take a servant in the event of the head of his office deeming it a necessary as a bond fide charge. This does not apply to sea.										1, When travelling under para. 606.			

* Only one servant is allowed whether the family travels with or without the husband.

† Head guides, Bombay, rank as jemadars and are allowed passage for a servant accordingly by rail and sea. (See. para. 205.)

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217—*concld.*

II.—Proceeding between stations within Indian limits while continuing on the Indian establishment —concld.

	BY SEA.		BY RAIL.				BY RIVER. (In addition to 2 attendants on each authorised charger for which conveyance is granted)			BY ROAD.			REMARKS.
	Personal servants. (a)	Horse attendants.	PERSONAL SERVANTS, EXCLUSIVE OF HORSE ATTENDANTS. Permanent duty.	PERSONAL SERVANTS, EXCLUSIVE OF HORSE ATTENDANTS. Temporary duty. (c)	Followers allowed when camp equipage is taken.	Horse attendants. [See para. 493 (iv).]	Private steamer.	Government steamer.	Troop boat	Horse or tonga dák.	Pony (tidung), palki or dooly dák or mail cart.	Bullock train or country cart.	
1	2	3	4	5	6	7	8	9	10	11	12	13	14
MESS.													
Regiment of British cavalry or infantry	9	...	16		4	...	...	16	...	...	...	...	
Wing of British cavalry or infantry	...	...	10		3	...	...	10	...	...	...	...	
Troop of cavalry, company of sappers and miners, or British infantry.	...	...	3		1	...	...	3	...	...	...	...	
Battery or company of royal artillery	5	...	6		3	...	...	6	...	...	...	...	
Battery of Native mountain artillery	...	...	5		1	...	...	...	...	...	...	...	
Regiment of Native cavalry or infantry	6	...	8		2	...	...	8	...	...	...	...	
Wing of Native cavalry or infantry	...	...	5		1	...	...	5	...	...	...	...	

Servants and attendants.

| Troops, exclusive of the authorised native establishments paid by government. (k) (l) | 10 per cent. | ... | ... | ...

(P. I, 455, 459.)
(P. II, 364.)

Chargers.

(P. II, 375, 380.) 218. * * * * * * *

219. As a general rule, free conveyance for chargers is limited to the number an officer is entitled by his rank to keep, or for (P. I, 455, 459.) which he draws horse allowance, provided they are *bonâ fide* his own property.

220. Officers entitled to forage allowance under the War Office regulations after they cease to belong to the Indian establishment, are not entitled to passage for their chargers when proceeding on duty from India to England or the Colonies.

Permanent duty.

221. Officers provided with free passage on *permanent duty* within Indian limits, and remaining on the Indian establishment, are entitled to free conveyance for chargers (with 2 attendants for each) on the following scale :—

1	Sea. 2	Rail. 3	River. 4	Remarks. 5
STAFF AND DEPARTMENTAL.				
Commander-in-chief in India or officer newly appointed as such proceeding to take up his appointment.	8	8	Mounted officers proceeding with or without troops on duty on which require them to be mounted will be allowed free conveyance by river for chargers on the *rail scale*, should the general officer commanding the district deem it necessary, and personally order that the chargers should accompany the officer rather than proceed by land. (P. II, 446.)	* Discretional when proceeding to camps of exercise or instruction provided the tour allowances are not exceeded.
Lieutenant-general commanding the forces, Punjab, Bengal, Madras or Bombay.	4	4*		
General officer				
Adjutant general				
Quartermaster general				
Commissary general-in-chief				
Surgeon major-general				
Judge advocate general				
Deputy adjutant general	2	2		
Deputy quartermaster general				
Commissary general				
Surgeon-colonel (a)				(a) As a surgeon-colonel does not, as a rule, require to be mounted for his ordinary inspection, free conveyance for a charger is only admissible when one is required for the service on which he is travelling.
Director general of ordnance				
Deputy director general of ordnance				
Inspector general of ordnance				

[P. II, 364, note (a)].

Chargers—Permanent duty.

Sec. II.

Inspector general of artillery in India			Mounted officers proceeding with or without troops on duties which require them to be mounted will be allowed free conveyance by river for chargers on the *rail scale*, should the general officer commanding the district deem it necessary and personally order that the chargers should accompany the officer rather than proceed by land. (P. II, 446.)	
Inspector general of cavalry in India				
Colonel on the staff				
Assistant adjutant general for musketry				
Military secretary to the viceroy				
Military secretary to governors of presidencies				
Military secretary to the commander-in-chief	2	2		
British or native aide-de-camp to the viceroy				
British or native aide-de-camp to governors of presidencies.				
British or native aide-de-camp to the commander-in-chief.				
Interpreter to commander-in-chief in India				
Surgeon to commander-in-chief in India				
Assistant military secretary and British and Native aides-de-camp to lieutenant-generals commanding.				
Medical field officer below the rank of surgeon-colonel	1	1		
Medical field officer below the rank of surgeon-colonel if attached to a Native cavalry regiment.	3	3		
Medical officer, not having rank of field officer, attached to a Native cavalry regiment.	2	2		
All other medical officers, if proceeding to or from a camp of exercise, or accompanying troops moving partly by sea or rail and partly by route march.				
[P. I, note (a), page 98. Deputy judge advocate general				
Assistant adjutant general	1	1		
Deputy assistant adjutant general				
Deputy assistant adjutant general for instruction (b)				(b) All officers belonging to the establishment for garrison instruction are entitled to conveyance for one horse when transferred from one centre of instruction to another for the public convenience. [P. II, 364 (d).] Mounted officers under orders to proceed to England, even if permitted to take their chargers on board a troopship, are not allowed free passage by rail for them to the port of embarkation. [P. II, 386.]

P. II, page 93, note (a). (P. I, 396.)

221—*contd.*

1	Sea. 2	Rail. 3	River. 4	Remarks. 5
Staff and departmental—*contd.*				
Assistant quartermaster general				(c) Free conveyance for chargers is *not allowed* in the case of—
Deputy assistant quartermaster general				(i) Officers appointed to the commissariat department on probation, even when transferred from one executive to another to take sole charge. (P. II, 383.)
Brigade major				(ii) Officers proceeding to, or returning from, a course of garrison instruction, or from army signalling classes. (P. II, 383.)
Station staff officer, 1st, 2nd and 3rd classes				(iii) Officers of the military accounts department when moved from one command to another, either on temporary or permanent promotion or when moving on duty in the command to which they belong. (P. I, page 98, footnote.) (P. II, 384.)
Aide-de-camp to lieutenant-governor				(iv) Officers who are probationers for the staff corps, when proceeding from one station to another to pass the examination for admission to the staff corps. (P. I, 456; P. II, 374.)
Aide-de-camp to general officer	1	1		
Field engineer				(d) Majors of British cavalry and infantry on the lower rate of pay are entitled to conveyance for the number of chargers for which they draw horse allowance, *viz.*:—
Ordnance officer				Majors of cavalry . . . 3 chargers.
Assistant commissary general				Majors of infantry . . . 1 charger.
Deputy assistant commissary general				
Inspecting veterinary officer				
Veterinary officer of any rank	1	2		
All other departmental commissioned officers, the nature of whose duties necessitates their being mounted on parade. (c)	1	1		
Regimental officers, (c)				
Royal horse artillery and British cavalry. (e) — Colonels and lieutenant-colonels (royal horse artillery) and field officer (cavalry) (d)	4	4		
Royal horse artillery and British cavalry. (e) — Major (royal horse artillery)	3	3		
Royal horse artillery and British cavalry. (e) — Captain (cavalry)	3	3		
Royal horse artillery and British cavalry. (e) — Captain (royal horse artillery)	2	2		
Royal horse artillery and British cavalry. (e) — Subalterns, riding master, and quartermaster.	2	2		

Mounted officers proceeding with or without troops on duties which require them to be mounted will be allowed free conveyance by river for chargers on the rail scale, should the general officer commanding the district deem it necessary and personally order that the chargers should accompany the officer rather than proceed by land.

Chargers—Permanent duty.

Field artillery and mountain train, heavy field and siege train batteries. (e).	Field officer	1	1 (f)	
	Major commanding battery	2	2	
	Captain	2	2	
	Subalterns	2	2	
Garrison artillery and British infantry.	Field officer (g) (f)			
	Officer of whatever rank if in command of a brigade or regiment and adjutant, quartermaster when marching to or beyond the railway station.	1	1	
	Officer acting as field officer under circumstances which involve forfeiture of the allowance by the officer for whom he is acting; officer commanding a detached wing; adjutant of a detached wing.	1	1	
British infantry				
Sappers and miners	All European combatant officers	1	1	
Native cavalry	Commandant	3	3	
	All other European combatant officers.	2	2	
	Mounted Native officers	1	1 (h)	
Native infantry	All European combatant officers	1	1 (i)	
		...	...	
			1 (f)	

Mounted officers proceeding with or without troops on duties which require them to be mounted will be allowed free conveyance by river for chargers on the *rail route*, should the General officer commanding the district deem it necessary and personally order that the chargers should accompany the officer rather than proceed by land. (P. II, 446.)

(e) Officers of royal artillery and British cavalry regiments serving in India appointed probationers for the staff corps for service in the cavalry branch on first proceeding to join the native cavalry regiments to which they are posted are allowed free conveyance *by rail* only for their chargers under the rules laid down in paragraph 319, when the distance to be travelled exceeds 200 miles. (P. II, 373.)

(f) When in independent command, 2 chargers, *vide* paragraph 448, army regulations, India, volume I, Part I. Lieutenant-colonels of garrison artillery in forts, 1 charger.

(g) An officer landing in India, and proceeding, at the public expense, to join his regiment or appointment where his duties require him to be mounted, is entitled to free conveyance for the regulation number of chargers, whether imported, purchased at port of embarkation, or *en route*. On arrival at destination, a certificate that the horses so conveyed have been passed as chargers will be forwarded to the examiner of commissariat accounts, through the general officer commanding the district; failing this, the amount will be recovered from the officer concerned. (P. II, 379.)

(*The provisions of this rule do not apply to officers appointed probationers for the staff corps from regiments serving out of India.*)

(h) It being considered unnecessary that a native officer of cavalry proceeding on recruiting service should be mounted, free conveyance by rail for his charger will not be allowed. (P. II, 677.)

(i) Probationers for the staff corps who, having been candidates for the cavalry branch, may have been obliged to accept temporary employment on probation in the infantry, are, on transfer from a native infantry to a native cavalry regiment, allowed passage for chargers on the infantry scale. (P. II, 375 A.)

P. I, 455.

P. II, 366.

P. II, 379.

221—*concld.*

		Sea.	Rail.	Rivers.	Remarks.
	1	2	3	4	5
P. I, 454.	REGIMENTAL OFFICERS (*c*)—*contd.*				
P. II, 366 (*b*).	Infantry field officer appointed to a brigade command at a camp-of-exercise.	2	2	Mounted officers proceeding with or without troops on duties which require them to be mounted will be allowed free conveyance by river for chargers on the rail scale, should the general officer commanding the district deem it necessary and personally order that the chargers should accompany the officer rather than proceed by land. (P. II, 446.)	
	An officer of garrison artillery transferred to a mountain battery, provided a certificate is given by the officer commanding the mountain battery that the animal is an approved charger, and intended to be used as such. This certificate is to be sent to the examiner of commissariat accounts immediately after the officer joins his new battery. (P. II, 373B.)	...	1		
	An officer attached, or belonging, to a Native cavalry regiment proceeding to another station to undergo a course of equitation under paragraph 343, army regulations, India, Vol. II, provided the officer commanding the regiment to which the officer is to be attached for the course certifies that a charger is absolutely necessary. (P. II, 373A.)	...	1		
M. D. 1545C., dated 18th August 1896.	Officers detached on duty under the following circumstances and provided the distance to be travelled exceeds 200 miles:—	...			
	(i) To join the staff of a general officer in order to qualify as candidates for the staff college or district and station staff.				
	(ii) To join other arms of the service to complete the staff college course (P. II, 385)	...	1 (*j*)		
	Officers proceeding to join other arms of the service for preparation for examination for promotion to the rank of Lieutenant-Colonel—	(*j*)			(*j*) On return also, on completion of duty.
	(a) *Provided they go up for examination on completion of the preparatory course and*				
	(b) *that the distance to be travelled exceeds 200 miles.*	1 (*j*)	1 (*j*)		
	(P. II, 385 and 446.)			1 (*j*)	

Chargers—Inspection and temporary duty.

(P. I, 453.) **222.** *Officers travelling at the public expense on ordinary tours of inspection, or on duty of a temporary nature, for the performance of which it is necessary they should be mounted, are allowed free conveyance for chargers on the following scale :—*

		Sea.	Rail.	River.	Remarks.
		2	3	4	5
	An officer of army head-quarters or personal staff attending the commander-in-chief on tour or inspection duty, or to and from a camp-of-exercise or instruction.	...	2	Mounted officers proceeding with or without troops on duties which require them to be mounted will be allow d free conveyance by river for chargers on the rail scale, should the general officer Commanding the district deem it necessary and personally order that the chargers should accompany the officer rather than proceed by land. (P. II, 446.)	
	An officer of command head-quarters or personal staff when accompanying the lieutenant-general commanding the forces on tours of inspection or to and from camps-of-exercise or instruction.	...	2		
[P. I, note (a), page 97.]	The inspector general of artillery in India proceeding to and from artillery or other camps in connection with his office.	3	3		
	Brigade major of artillery in India proceeding to and from artillery or other camps in connection with his office.	2	2		
	The inspector general of cavalry in India proceeding on tours of inspection or to and from camps of instruction or exercise.	3	3		
[P. II, 364, note (b).]	Brigade major of cavalry in India proceeding on tours of inspection or to and from camps of instruction or exercise.	2	2		
(P. II, 369.)	The general officers commanding the Quetta district, Punjab frontier force and Hyderabad contingent and their staff officers, during their tours of inspection in their respective commands—each.	...	2		
	Officers proceeding on reconnaissance duty when, in the opinion of general officers commanding, it is necessary for them to take two chargers for the efficient performance of the same.	...	2		
(P. II, 365.)	The general officer commanding Bundelkhand district and his staff officer to the nearest railway station to Goona, when proceeding by road to inspect the troops there—each.	...	2		
	The general officer commanding Assam district and his staff officer from Gauhati to Nigriting, and *vice versâ*, when on tours of inspection—each.	...	...	2	
(P. II, 371.)	An inspector of army signalling when there is not time to send the horse by road. The officer issuing the warrant must satisfy himself, and certify on the warrant, that the horse could *not* be sent by road in time.	...	1		
(P. II, 369 and 70.)	All other mounted officers on ordinary tours of inspection. If drawing mileage, a warrant will be issued for the charger and its two attendants. [See para. 493 (1).]	...	1		
	Officers detailed to train reservists at stations other than their own, on a certificate being furnished, by the General Officer Commanding detailing them, that it was necessary for them to be mounted while on such duty.	...	Regimental scale of rank (para. 221).		

Sec. II. Baggage.

Baggage.

[See para. 492 (iii).]

223. All ranks provided with free passage are entitled to free conveyance for baggage, exclusive of the arms, accoutrements and military equipment of soldiers, on the following scale :—

(P. II, 326.)

	Sea.		Rail.	River.		Road.				Remarks.
	Personal.	Furniture when necessarily conveyed.	Personal.	Government or private steamer.	Troop boat.	Marching.	Horse or tonga dak.	Riding dak (camel, mule or pony) or doolie dak.	Bullock train or country cart.	
1	2	3	4	5	6	7	8	9	10	11
STAFF AND DEPARTMENTAL. (According to army rank). (P. I, 456, 469.) (P. II, 326.)	(a)	In those cases in which particular reasons may render the conveyance of an officer's furniture unnecessary, the weight of baggage for which he will be allowed conveyance will be reduced accordingly. (P. I, 466.)	(a)	Only such quantity of baggage as is allowed for 1st class passengers by the department or company providing the steamer. No separate charge for baggage will be admitted. (P. II, 440 and 441.)	Only such quantity of baggage as there may be room for in their own cabins. (P. II, 436.)	The Indian rates of pay, which include tentage, are intended to cover all expenses connected with marching. (See para. 11.)	The regulated quantity of baggage allowed by the owners of the dak— (i) In the case of field officers, for the full number of seats. (ii) In the case of captains and subalterns, for two seats.	Two coolies. Should, however, coolies be not available, or be more expensive than a baggage animal, then a second animal is allowed in lieu of two coolies. [P. II, 459 (c).]	Discretional. Three two-wheeled carts (for servants and baggage). (P. II, 472a.)	(a) [See para. 93 (IV) (a).]
General " " "	40 cwt.	...	...							(b) Discretional when proceeding to camp of exercise or instruction, provided the tour allowances are not exceeded.
Lieutenant general " " "	30 "	...	...							
Major general " " "	30 "	...	...							
Brigadier general " " "	30 "	...	...							
Commander-in-chief in India or officer newly appointed as such proceeding to take up his appointment.	...	...	Discretional							
Lieutenant general commanding the forces, Punjab, Bengal, Madras or Bombay.	...	...	(b) 18 mds.							
General officer commanding 1st class district.	...	...	9 "							
General officer commanding 2nd class district.	...	...	8 "							

Baggage.

	20 cwt.	10 cwt.	7 maunds.	Only such quantity of baggage as is allowed for 1st class passengers by the department or company providing the steamer. No separate charge for baggage will be admitted.	Only such quantity of baggage as there may be room for in their own cabins.	*The Indian rates of pay, which include lentage, are intended to cover all expenses connected with marching.* (See para. 11.)	The regulated quantity of baggage allowed by the owners of the dâk— (i) In the case of field officers, for the full number or seats. (ii) In the case of all others, for two seats. [P. 11, 439 (b), 460.]	Two coolies. Should, however, coolies be not available, or be more expensive than a baggage animal, then a second animal is allowed in lieu of two coolies. [P. 11, 459 (c).]		
Colonel	*	*	*							
Lieutenant-colonel	*	*	*							
Major	*	*	*						Two two-wheeled carts for baggage and servants.	
Captain	*	*	*						Two two-wheeled carts for servants and baggage.	
Subaltern or Native aide-de-camp to viceroy, governors or commanders-in-chief, or lieutenant generals commanding forces and chief clerks of the offices of the adjutant general and quartermaster general in India when not holding commissioned rank, chief mechanical engineers, and civil chief master armorers (if engaged prior to the 1st November 1863).	20 "	10 "	6 "						One two-wheeled cart for servants and baggage.	As regards chief mechanical engineers and civil chief master armorers applicable only to movements when travelling allowances are not drawn.
	10 "	10 "	6 "							
	10 "	8 "	6 "							
	7 "	5 "	5 "							
	7 "	5 "	4* "							

Sec. II. Baggage.

223—*contd.*

	Sea.		Rail.	River.		Road.				Remarks.
	Personal.	Furniture when necessarily conveyed.	Personal.	Government or private steamer.	Troop boat.	Marching.	Horse or tonga dák.	Riding dák (camel, mule or pony) or dooly dák.	Bullock train or country cart.	
1	2	3	4	5	6	7	8	9	10	11
Regimental (*c*). (According to substantive rank).			*	No separate charge for by the department or company providing the steamer. No separate charge for will be admitted.	Only such quantity of baggage as there may be room for in their own cabins.	*The Indian rates of pay, which include tentage, are intended to cover all expenses connected with marching.* (See para. 11).	The regulated quantity of baggage allowed by the owners of the dák— (I) In the case of field officers, for the full number or seats. (II) In the case of all others, for two seats.	Two coolies. Should however, coolies be not available, or be more expensive than a baggage animal, then a second animal is allowed in lieu of two coolies. [P. II, 451 (c).]		*[*Vide* Note (*a*).]
(P. II, 326.) Lieutenant-colonel	10 cwt.	8 cwt.	6 maunds.						Two two-wheeled carts for servants and baggage. (P. II, 472.)	
Major	7 "	8 "	6 "							
Captain	5 "	5 "	5 "						One two-wheeled cart for servants and baggage.	(*c*) The quantity of baggage allowed to regimental officers will be regulated by their regimental rank when travelling on regimental duty, and by their army rank when travelling on other duties. (P. II, 320 III.)
Subaltern	4 "	5 "	4 "							
(P. I, 467.) To royal engineer and medical officers.	2 "	...	...		...	...	[P. II, 459 (*) 460.]			
To veterinary officers and inspectors of army schools	1 "	...	...		...	...				(*d*) When a four-wheeled cart or wagon is supplied for the accommodation of one or two officers—*vide* para. 614—no separate cart for baggage is allowed.
Subaltern officers arriving in India for the first time to join their corps, and non-commissioned officers of British regiments promoted to commissioned grade, when not moving with troops on occasion of first journey after such promotion. G. O. 29 of 1876.	...	...	1 maund.		...	...	Subalterns and medical officers proceeding to join their regiments on first arrival in India, and officers promoted from the			

Baggage.

Sec. II.

(P. I, 458.)	Anpt Mounted officers (for horse equipment)—				Only such quantity of baggage as is allowed for 1st class passengers baggage			ranks on occasion of first journey after such promotion are entitled to free conveyance of five maunds of baggage in addition to the quantity they can take free of charge by the conveyance in which they travel. [P. II, 400.] (G. O. 27 of 1876.)			
	For one horse.	2 cwt.	...	...		...	...				
	For each additional horse for which forage at government expense is admissible.	1 „	...	...		...	...				
(P. I, 475.)	Families of above—										
(P. II, 326.)	Wife	6 „ (including all children under 14 years of age).	...	4 (e)		...	...	...	...	...	(e) On arrival in India for the first time baggage to the following extent will be conveyed at the public expense for an officer's family, whether they accompany him or not :— lbs. cwt.
	Each son exceeding 14 and under 16 years of age. Each unmarried daughter exceeding 14 years of age. Each child under 14 years of age of an officer who is a widower.	½ cwt.	.	...		...	...	...	...	...	For wife and all children under 14 years of age 672 or 6
	Each child above 12 years of age.	...	...	2 maunds.		...	...	...	...	...	For each child above 14 years of age, an addition of . 56 „ ½
	Each child under 12 years of age.	...	...	1 maund.		...	...	...	...	...	This weight of baggage is, however, only allowed in cases of first landing until arrival at corps or station. A certificate to the effect that she has arrived in India for the first time during the current tour of Indian service of the regiment or battery to which her husband belongs should be attached to the passage requisition. (P. II, 326 V.)
(P. I, 455 A.) P. II, 524.)	Lady nurse On first arrival in India and on returning to England or when proceeding to England on leave after having re-engaged for a further term of service, and on return therefrom, or if invalided home before the expiration of the term of service.	6 cwt.	...	8¾ maunds	8¾ maunds	8¾ maunds	8¾ maunds.				
	Travelling *on duty* in India.	...	...	4 „	...	...	Only the quantity which can be taken in the conveyance in which the lady nurse travels. (P. II, 524.)				

223—*contd.*

	Sea. Personal.	Rail. Personal.	River. Government or private steamer.	River. Troop boat.	Road. Marching. (P. II, 109, and appendix IV.)	Road. Horse or tonga dâk.	Road. Riding dâk (camel, mule or pony) or dooly dâk.	Road. Bullock train or country cart.	Remarks.
1	2	3	4	5	6	7	8	9	10
Civil chief master armourer engaged subsequent to 16th November 1893.	3 cwt.	4* maunds	...					4* maunds	* Applicable only to movements when travelling allowances are not drawn.
(P. I, 476, 477.) Staff and departmental warrant officer, and civilian mechanic.	3 "	2 " (g)	Allowed by the department separate charge for baggage	7 cubic feet in hold. (P. II, 338.)	Assistant surgeons, 3rd class, 2½ maunds or a camel† for 2 men, others nil. [*Vide* para. 146 (i) (d).]	Only the quantity allowed for two seats by the company owning the dâk.	[illegible] S. [illegible], however, [illegible] not [illegible] more than a baggage [illegible] [illegible] [illegible] (P. II, [illegible]) [illegible] to departmental warrant officers	Four maunds to be conveyed in the cart admitted to the warrant officer for his own accommodation. (P. II, 473.)	(f) Schoolmasters and schoolmistresses are allowed baggage according to relative army rank, plus 1½ maunds extra for carriage of professional books when travelling on duty.
[illegible]	2 "	2 "		Ditto	2½ maunds, or 2 per mel.†				
(P. I [illegible])	3 "				...		...		
[illegible] army [illegible]									
Staff and departmental.	3 "	2 maunds	Only passage [illegible] or company providing [illegible] with the admitted.	Ditto	Nil. *Vide* para. 146 (i) (d).	...	...	Same as by rail. (P. II, 473.)	(g) Departmental warrant officers dismissed the service, departmental and British warrant officers and non-commissioned officers and men proceeding on furlough or leave [illegible]
Schoolmaster and schoolmistress.	2½ " Inclusive of books.	[illegible]			...	...	...		
Regimental (except schoolmaster and schoolmistress). Class II, III and IV (17, 18, and 19, army allowances regulations)—	1½ "	2 maunds (g)		Ditto	2½ maunds or a camel† for 2 men.	...	...		(M. D. No. 719 F, dated 16th August 18[illegible].)
Staff and departmental	2 "	2 " (g)		Ditto	Nil.	...	...		

Baggage.

[P. H., 1879 (No. 1671, dated 4th August 1879, for corrections, military accounts, Bengal, eastern circle.) (P. I., 428.) (P. I., 477).

Regimental	...	...	...	...	...	...	...	...	...	
Class if (an army allowance regulations)—										
On private vessels	The quantity covered by the passage fare. See also "Armchests." (h)	1 maund (82)	Ditto	Ditto	Battery sergeants major and quartermasters sergeant, instructors of fencing and British non-commissioned officers of sappers and miners. Other non-commissioned officers and men of horse and field artillery, 22½ seers each, or 9 men per camel; † cavalry 17½ seers each or 12 men per camel; † if dismounted, one maund each or five men per camel; † gunners of field artillery, 20 seers each, or seven men per camel; † garrison artillery and infantry 33 seers each, or six men per camel. † The difference between the above and the railway scale will be despatched with the heavy stores by rail. For the light equipment of a mountain battery, 76 baggage mules are kept up. On ordinary occasions one mule for 2 kits of Europeans and 3½ kits of natives, fighting men, or for every 5 public followers. The number of mules in possession will be deducted from the total carriage required.	...	...	...	...	...	...	(h) When troops embark in troopships the soldier's baggage will be confined to his kit bag or valise and sea-kit bag. (The latter will be provided gratuitously by government.) The kit bag or valise is taken by the men to their berths, but the sea-kit bags are stowed in the baggage room. The cubic measurement of the men's bags when packed is on no account to exceed the following scale:— For 50 men ... 100 c. feet. For numbers more or less, in the same proportion. When proceeding by a troopship simply to garrison a station (such as Aden), an additional 105 cubic feet per 50 men will be allowed for bedding, which is also stowed in the baggage room. (P. I., 498.)
Ditto by troopship, transport or freight-ship,		1 maund (82)	Ditto	Ditto						

Only passage ticket allowance of baggage as allowed by the department or company providing the steamer. No separate charge for baggage will be admitted.

† When camels are not available, other carriage must be supplied in the proportion of two pack-bullocks or two mules for the load of one camel, one country cart with two bullocks for two camels' load, and one elephant for three camels' load.

When bedsteads are provided, the number of kits that will have to be regulated according to the loads authorised for backeries in the various localities. Special carriage will be provided for extra blankets when issued to troops on the line of march.

Sec. II.

(P. I, 476.)
(P. I, 477.)

Baggage.

223—*contd.*

		Sea.	Rail.	River.		Road.				Remarks.
		Personal.		Government or private steamer.	Troop boat.	Marching. (P. II, 109, and Appendix IV.)	Horse or tonga dāk.	Riding dāk (camel, mule or pony) or dooly dāk.	Bullock train or country cart.	
	1	2	3	4	5	6	7	8	9	10
(P. I, 475.)	Families of Indian departmental warrant officers and civilian mechanics.	1 cwt.	1½ maunds for wife, ¼ maund for each child.	Only passage ticket allowance of baggage as allowed by the department or company providing the steamer. No separate charge for baggage will be admitted.	7 cubic feet in hold, and in addition space for a box not exceeding 5 cubic feet on deck, where it is to be kept. (P. II, 388.)	.....	...	...	...	
	Families of civil chief master armourers engaged subsequent to the 16th November 1893.	1 "	As for families of subalterns.			.....	...	...	...	(i) An additional ½ maund for each woman and ¼ for each child is allowed to families of British troops proceeding to, and returning from, hill depôts. (P. II, 121.)
	Families of non-commissioned officers on the Indian unattached lists.	1 "	1½ maunds for wife, ¼ maund for each child. (i)			.....	Same as by rail. (P. II, 123.)	...	Same as by rail, but to be conveyed in the carts allotted for the accommodation of the families P. II, 472 and 47[illegible].	(2) For women embarking in troopships, the following baggage is allowed — Every woman or widow, one box and one sea-kit bag, or every woman or widow, the mother of one child under ten years of age, one box and one sea kit bag. Every woman or widow with one child over or two children under ten years of age, one box and two sea kit bags, and for every other child one sea-kit bag. Widowers with children will be allowed a box, in addition to their own sea-kit bag and valise, for one child, and for every other child one sea-kit bag: the baggage of soldiers' wives is [illegible] the name, etc., of the husband. (P. I, 5[illegible].)
	Families of—									
(P. I, 477.) (P. II, 326.)	Regimental warrant officers.	1 "	Ditto (i)			.....		...		
	Non-commissioned officers, class I (16, army allowance regulations).	1 "	...			.....				
	All other non-commissioned officers and men.	1 (.)	Ditto (i)			.....				
(P. I, 503.)	Additional when proceeding by sea within Indian limits and remaining on the Indian Establishment. — Warrant officers and class I staff sergeants.	164 lbs.	...		...	.....	...	...	...	
	Classes II to V.	75 "	...		...	.....	...	...	...	
(P. I, 502.)	Each woman and child (for bedding).	2 1/10 cubic feet	...		...	.....	...	...	...	

Baggage.

Clerks, agents or storekeepers classed as superior servants under paragraph 435, civil service regulations,	...	2 maunds.	Only passage ticket allowance of baggage as allowed by the department or company providing the steamer. No separate charge for baggage will be admitted.	...	...	.....	.....	.....	.....	.....	The boxes (2 feet 2 inches × 1 foot 2 inches × 1 foot, external dimensions, 2½ cubic feet or ¼ cwt. baggage) are taken into the women's quarters; the bags (2 feet 2 inches × 1 foot 10 inches × 6 inches) are stowed in the baggage room. The measurement of the bag when packed is on no account to exceed 2 cubic feet. (P. 1, 501.)
Families of { wife	...	½ "		...	...	.....	.....	.....	.....	.....	
ditto, { each child	...	¼ maund.		...	...	.....	.....	.....	.....	.....	
Clerks of army headquarters and command head-quarters offices travelling under paragraph (666).	...	...		...	...	.....	The quantity authorised for 2 seats by the company owning the dak.	...	"Two coolies. Should, however, coolies be not available, or be more expensive than a baggage animal, then a second animal is allowed In lieu." [P. 1, 459 (c).]	...	
European female servants.	...	1 maund.		...	...	.....	.....	.....	.....	...	

323—*contd.*

		Sea.	Rail.	River.		Road.		Remarks.
		Personal.		Government or private vessel.	Troop boat.	Marching. (P., II, 109, and Appendix IV.)		
1		2	3	4	5	6		7
			Native commissioned and non-commissioned officers and men proceeding on, or returning from, furlough or proceeding on pension, rejected recruits proceeding to their homes and any of the ranks mentioned when not travelling on duty, are restricted to the free allowance of baggage conceded by railway companies for the class of accommodation provided. [P. II, 326, note (*b*).]	Only baggage ticket will be issued for baggage as all will travel by the ordinary trains in which the companies may be running the vessel. No separate charge for baggage will be admitted.	4 cub. ft in bulk. (P. II, 330.)	Marine, Punjab and Bengal. (*k*)	Bombay.	(*k*)
Native commissioned officers,	(*i*)	2 maunds				Native commissioned officers	200 seers (including 4½ cartage effects)	200 seers.	2½ seers of all kinds of baggage each with each native officer, not to exceed 8 in number and man of the establishments on account of his greatcoat.
Native non-commissioned officers,	(*i*)	½ maund				Native non-commissioned officers	40 seers.	4 seers.	
Native rank and file,	(*i*)	½ ,,				Native rank and file.	30 ,,	2½ seers.	
Native sudder surveyor proceeding on, or returning from, field duty,	.....	2 maunds							
Hospital assistants,	(*i*)	2 ,,							
Sub-hospital assistants,	.....	½ maund							
Authorised public and private followers,	(*i*)	½ ,,							
(F.II, 711.) Families of native commissioned officers and hospital assistants,	.....	{ 1½ maunds for wife { ½ maund ,, each child							
Families of all other native ranks and public followers,	.....	{ ½ ,, ,, wife { ¼ ,, ,, each child							

"(*k*) Applicable only to men entitled to free transport and who do not draw marching batta."

The following draw marching batta and provide their own baggage transport:—

Punjab and Bengal (if enlisted before the 1st October 1903).—*Native drivers of Horse Artillery, 1st to 8th, 14th to 16th and 18th regiments of Infantry, 5th battalion 1st, 2nd and 4th battalions 3rd Sikhs, Sappers and Miners, and such one of the 2nd Bengal Infantry as drew batta prior to their transfer to the regiment on its formation.*

Madras.—*Members of Horse Artillery (if living in quarters provided by Government), all drivers of Horse Artillery, Sappers and Miners.*

Bombay.—*1st to 5th Infantry, (exclusive of 24th and 3rd Baluchis), all drivers of Horse Artillery, Sappers and Miners.*

Other corps not mentioned and Infantry Regiments, Native Cavalry and Mountain Artillery, 5th Punjab Infantry and Frontier Irregular Force.

Native troops not mentioned above and all men enlisted for the Bengal Army on or after 1st

Baggage.

October 1866, receive free transport for the conveyance of their baggage. [Art. 110 and 117, Vol. I, Pt. II.]

(1) Baggage in excess of bedding and necessaries will be allowed to native troops as follows when proceeding in ordinary relief:—

	lbs.
Native officer	164
Farrier quartermaster sergeant, sergeant trumpeter, fife and drum-major, trumpeter, fifer, and drummer	41
Non-commissioned officer, rank and file, hospital attendant of the army hospital native corps, and all mustered military followers	20

On other occasions the baggage of native troops is to be confined to their bedding and necessaries.

(P. I, 503, 504.)

N.B.—The Bombay Guides ranks as—head guides as jemadars; second guides as havildars; private guides as privates; and receive free conveyance for baggage accordingly. (See para. 305.)

Tentage.

(P. II, 437, 355, 356.) (P. I, 508.)

224. Officers provided with free passage by sea, river or rail on duty likely, in the opinion of the officer ordering the passage, to render the use of tents necessary, will be allowed free conveyance for them within the following maximum scale, provided that in the event of an officer not being in possession of the heavy tents of his rank herein provided for, only the actual weight of tents conveyed within the maximum is to be entered in the warrant.

		Maunds.*	Seers.*
Staff	Commander-in-chief in India or officer newly appointed as such proceeding to take up his appointment . .	Discretional.	
	Lieutenant general commanding the forces, Punjab, Bengal, Madras or Bombay	48†	38
	Ditto ditto 1st class district	48	38
	Brigadier generals	34	24½
Regimental (according to regimental rank when travelling on regimental duty and according to army rank when travelling on other duty).	Colonels, *lieutenant*-colonels and majors in command . . .	25	23½
	Majors not in command and captains commanding	14	20½
	Captains	11	10
	Subalterns	11	10
	Departmental warrant officers . .	8	21½
	Native commissioned officers (cavalry)	...	22½
	Native commissioned officers (artillery and *infantry*)	...	20

Medical and veterinary officers, chaplains, quartermasters, and departmental honorary commissioned officers, according to their army rank.

* The allowance of tentage authorised for commissioned, warrant and native officers is intended to cover the conveyance of tents and their component parts only. Camp furniture and all other personal effects come under the head of "personal baggage."

† Discretional when proceeding to camps-of-exercise or instruction provided tour allowances are not exceeded.

Tentage. Sec. II.

225. Officers ordered to join a camp-of-exercise in another command will be provided with tents at the camp. (P. II, 357.)

226. Free conveyance is allowed for tentage, according to the scales in the equipment tables, when troops march; also when necessarily conveyed by rail, river and sea, *vide* para. 471, army regulations, India, volume III. (P. II, 438.)

227. When corps proceed by government vessels or transports on duty of a nature likely to render the use of tentage necessary, free conveyance by sea will be allowed when practicable for the following mess tents:— (P. I, 508.)

	Tents.			
	Double poled.	Single poled.	Hill.	Pals.
Mess, British cavalry	...	...	...	1
Mess, battery or company of royal artillery and regiment of native cavalry	...	1	...	1
Mess, British infantry	1	...	...	1
Mess, native	...	1	...	1

228. A tent varying from a 40 lb to a staff sergeant's at the discretion of the despatching officer according to circumstances and the time of the year, and a lascar, are allowed for parties of one to four British soldiers marching on detached duty (*vide* paras. 146 (i) (*a*) and 719). (P. II, 612.)

Stores.

220. *Scale of stores for which free conveyance is allowed with troops moving.*

1	2 Sea.	3 Rail.	4 River. Troop boat.	5 Road. Marching in relief or ordinary movement. (Part II, Appendix IV.)	6 Remarks.
British cavalry and infantry.					
Quartermasters—Office Books.	2 cwt. per { cavalry regiment . / infantry battalion . }	(a)	...	...	(a) Regimental officers drawing "office allowance" are not entitled to free conveyance for their office records or office property.
Quartermasters—Stores	Actual weight per cavalry regiment and infantry battalion (*including signalling stores, artificer's tools and old clothing retained for wear in accordance with regulations.*)	(b)	...	(b)	Stores and personal property which the troops are carrying with them or which officers may themselves take with them for personal use on the line of march, under the direction of the general officer commanding the district or military station to the next station beyond which it is known that no transport will be required for the troops, or to the head-quarters whereby orders to the contrary may be expected to be despatched.
					The sanction of the general officer commanding will be published in district orders, and the kind and weight of stores to be conveyed will be given.

Regimental necessaries						
P. I. 479. (P. II., 326, Appendix IV.)	Paymaster	7 cwt. per {cavalry regiment / infantry battalion}	(a) 60 mds. per regiment of cavalry. 100 mds. per battalion of infantry.	...	Carriage to the extent required will be provided for their conveyance. The requisition for the carriage required for this purpose is invariably to be supported by a station order published before its entertainment. (P. II., 246.)	(c) If it is found that the maximum allowance will not suffice for the regimental necessaries in possession, the general officer commanding the district or the military secretary to the viceroy for the bodyguard is empowered, after satisfying himself that the accumulation of such necessaries was owing to circumstances beyond control, to sanction the extra weight being taken. A copy of this sanction attached to the requisition for carriage will be sufficient authority for the despatching officer to provide the extra carriage required.
	Orderly room	10 " Ditto	40 mds. per wing cavalry with head-quarters.	...	...	
	Ditto for attestations when conveyed.	3 " Ditto	75 mds. per wing infantry with head-quarters.	...	...	
	Hospital and medical equipment.	18 " (*when necessarily conveyed.*) Ditto	30 mds. per wing cavalry without head-quarters. 50 mds. per wing infantry without head-quarters. 8 mds. per troop cavalry or company infantry.	...	*Vide* appendices 19 and 21, army regulations, India, volume VI.	*Vide* appendices 18 and 19, army regulations, India, volume VI.
	Armourer	Actual weight per {cavalry regiment, / infantry battalion,}	(a)	...	2 camels	.....
	Shoemaker	2 cwt. per {cavalry regiment / infantry battalion}	.....	...	.....	.....
	Tailor	2 " Ditto	.....	...	.....	.....

229—*contd.* *Scale of stores for which free conveyance is allowed with troops moving.*

		Sea.	Rail.	River. Troop boat.	Road. Marching in relief or ordinary movement. (Part II, Appendix IV.)	Remarks.
1		2	3	4	5	6
	British cavalry and infantry—*contd.*					
(P. II, 368.)	Soldiers' voluntary workshops.	When moving from port to port in India, while on the Indian establishment, the following is allowed for voluntary workshops (P. I, 507) :—	24 mds. per regiment cavalry or battalion infantry. 12 mds. per wing cavalry or infantry. 3 mds. per troop cavalry or company infantry.	...	Same as by rail (*d*). (See para. 233.)	(*d*) In the event of additional carriage being required, commanding officers will arrange for the same, as is done when extra private carriage has to be entertained. (See para. 233.)

	cwt.	qr.	lb
Regiment of British cavalry or infantry	17	1	0
Wing of British cavalry with head-quarters	8	2	14
Wing of British cavalry without head-quarters	...		
Wing of British infantry with head-quarters	8	2	14
Wing of British infantry without head-quarters	...		
Troop of British cavalry, company of royal engineers, sappers and miners, or British infantry	2	0	17
Battery or company of royal artillery. H. & field battery.	4	1	7
Battery or company of royal artillery. Garrison battery.	2	0	17

Stores. Sec. II.

Band	12 cwt. per { cavalry regiment / infantry battalion	.....	...	.....	...	
Recreation room	5 cwt. per { cavalry regiment / infantry battalion	.....	...	.....	...	
(P. I, 507.) Library and other regimental institutions.	When moving from port to port in India, while on the Indian establishment, the following is allowed for library if actually taken (P. I, 507):—					
		cwt. qr. lb.				
	Regiment of British cavalry or infantry	5 3 0	8 mds. per regiment cavalry or battalion infantry,		Same as by rail (See para. 234.)	.....
	Wing of British cavalry with head-quarters	2 3 14	4 mds. per wing cavalry or infantry.		(P. II, note (e), page 180.)	
	Wing of British cavalry without head-quarters	2 3 14	2 mds. per troop cavalry or company infantry.			
	Wing of British infantry with head-quarters	2 3 14				
	Wing of British infantry without head-quarters	2 3 14				
	Troop of British cavalry, company of sappers and miners or British infantry	1 1 21				
	Battery or company of royal artillery	2 3 14				
(P. I, 503.) Soldiers' cooking utensils.	*32 lb. per troop or company, and in proportion for smaller bodies, when proceeding to garrison a station on the Indian establishment.*		24 mds. per regiment cavalry.	...	6 camels per regiment cavalry.	
			32 mds. per battalion infantry.		8 camels per battalion infantry.	
			4 mds. per troop cavalry or company infantry.		1 camel per troop cavalry or company infantry.	

229—*contd.* *Scale of stores for which free conveyance is allowed with troops moving.*

		Sea.	Rail.	River. Troop boat.	Road. Marching in relief or ordinary movement (Part II, Appendix IV.)	Remarks.
1		2	3	4	5	6
(P. II, 325.)	BRITISH CAVALRY AND INFANTRY—*concld.*					
	Officers' mess	50 cwt. per { cavalry regiment / infantry battalion	(e) 24 mds. per regiment cavalry or battalion infantry. 13 mds. per wing cavalry with head-quarters. 28 mds. per wing infantry with head-quarters. 10 mds. per wing cavalry without head-quarters. 16 mds. per wing infantry without head-quarters. 4 mds. per troop cavalry or company infantry.	...	...	(e) These quantities may be sent by railway at the public expense when the heavy baggage of corps marching in relief by route march is so despatched.
	Sergeants' mess	15 cwt. per { cavalry regiment / infantry battalion	(f) 8 mds. per regiment cavalry or battalion infantry. 6 mds. per wing cavalry, with head-quarters 6 mds. per wing infantry with head-quarters.	...	.....	(f) The weight of arms and ammunition will be restricted by the establishment of the troop, company, or battery unless the effective exceed the number in which case the additional weight herein laid down will be admissible for each 10 men in excess of that number. (P. I, 4 05.)
(P. I, 5 07.)	When moving from port to port in India, while on the Indian establishment, the following is allowed for sergeants' messes (P. I, 507) :—		cwt. qr. lb			
	Regiment of British cavalry or infantry		5 3 0			

Stores.

Arm chests	Wing of British cavalry with headquarters	3 2 20	4 mds. per wing cavalry without head-quarters,	The weight allowed for arm chests includes—	
	Wing of British cavalry without headquarters	2 3 14		Water-proof bags.	Company stores chests.
	Wing of British infantry with headquarters	4 1 7	5 mds. per wing infantry without head-quarters,	Squad bags.	Stationery chests.
	Wing of British infantry without head-quarters			Black bags and kit bags.	Store arm chests. (F. I, 481.)
	Troop of British cavalry, company of sappers and miners, or British infantry,	3 2 10	2 mds. per troop cavalry or company infantry,	In case no charge is made for arm chests, or where a detachment of less strength than a battery, company, or troop is moved, provided that it consists of not less than 20 of all ranks, the cost of conveyance of 20 lbs. for each man to include the necessary number of the above articles will be allowed in addition to the weight of baggage conveyed for every officer with the detachment. In the case of smaller detachments, the kit bags will be carried by the men. (F. I, 482, 483.) (g) Eighteen chests per regiment of cavalry, and 24 chests per regiment of infantry, at 2 chests per camel. This is the full authorised scale, but carriage is only to be demanded for the number of arm chests actually in possession. *Arms of sick.*—When the prescribed number of arm chests in addition to carry the arms of men sick, or absent on furlough, the excess carriage required may be supplied at the public expense, on the authority of a station order. (F. II, 320 and 321, and note (b), page 186.) When barkeries are provided, the number of kits to be carried on each will have to be regulated according to the loads authorised for barkeries in the various localities. Special carriage will be provided for extra blankets when issued to troops on the line of march.	
	Battery or company of royal artillery	2 3 14			
	(f) 12 cwt. per troop cavalry *plus* 3½ cwt. for every 10 men over 60 per troop.		.....		(g) 9 camels per cavalry regiment.
	12 cwt. per company infantry *plus* 1½ cwt. for every 10 men over 60 per company.				12 camels per battalion infantry.
Lance chests for lancer regiments.	2 cwt. per troop per regiment of cavalry.		.....		.....
School	3 cwt. per regiment cavalry		.....		.....
	4 cwt. per regiment infantry				

229—*contd.* *Scale of stores for which free conveyance is allowed with troops moving.*

			River.	Road.	
	Sea.	Rail.	Troop boat.	Marching in relief or ordinary movement. (Part II, Appendix IV.)	Remarks.
1	2	3	4	5	6
Special to British cavalry regiments.					
Riding master . .	3 cwt.	.....	.....	.....	
Saddler, saddletree-maker and farrier. Each.	1 ,,	.....	.....	.....	
Veterinary stores .	8 ,,	.....	...	2 camels . .	
Paulins or troop sicres .	.....	.....	.....	48 ,, . . .	
Line gear (in Madras only).	.....	.....	.....	With blankets, 14 carts. Without blankets, 8 carts.	
Scales and weights .	.....	.....	.....	2 camels per regiment. 1 camel per detached troop.	
Depôt of British cavalry or infantry.					
(1) Arm chests per troop or company.	Same scale per troop or company as for regiments.	.....	...	.....	
For books, attestations, etc.	Actual weight	.....	.....	.....	
Clothing and necessaries	Ditto	.....	.....	.....	
For a battery or company of royal artillery.					
Orderly room and office records.	Actual weight	Actual weight of office records.	.....	Actual weight of office records.	

Stores.

Quartermaster's stores (g) (g).	Ditto	.....	.....	.....	(g) (g). *Vide* note (g) on page 122.	
Regimental necessaries	.....	15 maunds horse and field (h). 8 maunds garrison (h) Actual weight—mountain (h)	.....	Same as for British cavalry and infantry regiments on page 123.	(h) *Vide* note (e).	
i) Arm chests	12 cwt. *plus* 3 cwt. for every 10 men over 60.	.....	.....	.....	(i) *Vide* note (f).	
Officers' mess	9 cwt.	6 maunds (j)	.....	.....	(j) *Vide* note (e).	
Sergants' mess	3 "	4 " (j)				
School	1 "	.....	.....			
Veterinary stores	5 " (horse and field only)	Actual weight—mountain only.	.....	1 camel, horse and field. 2 camels, horse and field. 1 camel, garrison and heavy. 1½ camels or 3 mules, mountain.		
Soldiers' cooking utensils.	Same proportion as for cavalry and infantry.	6 maunds horse and field 3 " garrison 12 " mountain				
Hospital and medical equipment.	.....	*Vide* appendices 19 and 21, A. R. I., Vol. VI.	.....	*Vide* appendices 18 and 19, A. R. I., Vol. VI.		
Library and other regimental institutions.	.....	4 maunds	.....	4 maunds (See para. 234.)		
Soldiers' voluntary workshops.	.....	6 " horse and field 3 " garrison and mountain.	.....	6 maunds horse and field (k). 3 maunds garrison (k). (See para. 253.)	(k) *Vide* note (d) (see para. 230).	
Miscellaneous stores	.....	(l) 105 " mountain only	.....	15½ camels or 38 mules — mountain only.	(l) This includes arms, artificers' tools, blank cartridges, material for repairs, barrack stores, etc.	
Spare harness, saddlery, and veterinary stores.	.....	Actual weight—mountain only.	.....	.....		
Pauling or troop stores	.....	.....	.....	4 camels, horse 3 " field 2 " heavy		

229—*contd.* *Scale of stores for which free conveyance is allowed with troops moving.*

	Sea.	Rail.	River. Troop boat.	Road. Marching in relief or ordinary movement. (Part II, Appendix IV.)	Remarks.
1	2	3	4	5	6
FOR A BATTERY OR COMPANY OF ROYAL ARTILLERY—*contd.*					
Scales and weights	.....	.....	.....	1 camel, horse, field and heavy.	
Bullock gear	.....	.....	.....	42½ maunds, or 9 camels, (i.e., 2 camels for every 5 bullocks) heavy only.	
Horse blankets, stable gear, etc.	.....	.....	.....	18 camels for horse 10 „ „ field	
BATTERY OF NATIVE MOUNTAIN ARTILLERY—					
Office records	.....	Actual weight	.....	Actual weight	
Officers' mess	.....	5 maunds	.....	...	
Soldiers' cooking utensils.	.....	6 „	.....	6 maunds	
Regimental necessaries.	.....	Actual weight	.....	.....	
Miscellaneous stores	.....	95½ (*m*) per 2·5-inch battery 82 (*m*) per 7-pr. battery	.....	.....	(*m*) *Vide* note (*l*).
Spare harness, saddlery, and veterinary stores.	.....	Actual weight	.....	.....	
Hospital and medical equipment.	.....	*Vide* Appendix 19, A.R.I., Vol. VI.	.....	*Vide* Appendices 18 and 19, A.R.I., Vol. VI.	
Arms of sick men and men on furlough.	.....	.....	.....	(*m*) (*m*)	(*m*) (*m*) *Vide* note (*i*).

Stores.					
FOR A REGIMENT OF NATIVE CAVALRY OR INFANTRY.					
Quarter master's office.	2 cwt. per { regiment of cavalry. battalion of infantry	...	.....	.....	
Ditto stores	Actual weight ditto	...	.....	.....	
Regimental necessaries	.....	(a) 50 mds. per regiment of cavalry or battalion infantry.	...	.....	(a) *Vide* note ( ).
Lisegar, Madras cavalry regiments *only*.	.....	30 mds. per wing cavalry or infantry.	...	= 20 camels, or less in proportion to actual strength in horses.	
Scales and weights (regiment, Madras cavalry *only*).	.....	4 mds. per detached troop cavalry or company infantry.	...	2 camels per regiment, Madras cavalry *only* 1 camel per detached troop, Madras cavalry *only*. 1 camel, Madras bodyguard *only*.	
Two forge wagons (regiment Madras cavalry *only*).	.....	.....	...	4 bullocks.	
Hospital and medical equipment.	Actual weight according to necessary requirements, { regiment cavalry battalion infantry.	*Vide* appendix 19, army regulations, India, vol. VI.	...	*Vide* appendices 18 and 19, army regulations, India, vol. VI.	
Veterinary stores	8 cwt. per regiment cavalry	.....	...	2 camels per regiment of Madras cavalry *only*.	
Armourers' tools	Actual weight per { regiment cavalry. battalion infantry.	.....	...	.....	

(P. I. 506.)

229—*contd.* *Scale of stores for which free conveyance is allowed with troops moving.*

	Sea.	Rail.	River. Troop boat.	Road. Marching in relief or ordinary movement. (Part II, Appendix IV.)	Remarks.
1	2	3	4	5	6
For a regiment of Native cavalry or infantry—*contd.*					
Arm chests (o) . .	7 cwt. per troop cavalry . .	.....	...	[See marginal note (t).]	(o) *Vide* note (f).
.....	13 cwt. per company infantry .	.....	...		
.....	1½ cwt. additional per every 10 men over 60 per troop or company.	.....	...		
Treasure chest and records.	1 cwt. per squadron or wing .	.....	...	.....	
Officers' mess . .	25 " { regiment cavalry . battalion infantry .	16 maunds per regiment cavalry or battalion infantry. (p) 10 maunds per wing cavalry or infantry. (p)	...	.....	(p) *Vide* note (s).

Stores.

Sec. II.

School . .	4 " ditto . . .	.....	...	.....	
School, additional, if families accompany regiment.	4 " ditto . . .	.....	...	.....	
Orderly room . .	13 " including paymasters' office per { regiment cavalry. battalion infantry. }	.....	...	....	
Gymnasium . . .	3 cwt. per ditto . . .	.....	...	.....	
Band	12 " " battalion infantry .	.....	...	.....	
Regimental stores. .	(q)	.....	...	(q)	(q) *Vide* note (b).
For a company of sappers and miners.					
Officers' mess . .	.	(p) 4 maunds	.	.....	
Sergeants' mess . .	.....	2 "	...	.....	
Soldiers' cooking utensils.	.....	4 "	...	.....	
Library and other regimental institutions.	.....	2 "	...	See para. 234 . .	
Soldiers' voluntary workshops.	.....	3 "	..	Same as by rail (r). See para. 233.	(r) *Vide* note (d)
Hospital and medical equipment.	.....	*Vide* appendix 19, A. R. I., vol. VI.	...	*Vide* appendices 18 and 19, A. R. I., vol. VI.	

229—*contd.*

Scale of stores for which free conveyance is allowed with troops moving.

	Sea.	Rail.	River. Troop boat.	Road. Marching in relief or ordinary movement.	Remarks.
1	2	3	4	5	6
For a company of sappers and miners—contd.					
Regimental necessaries .	.....	(*s*) 8 maunds . . .	...	10½ maunds . .	(*s*) *Vide* note (*c*).
Engineering stores and instruments.	.....	10½ ,, . . .	...		
Arm chests . . .	.....	.....	...	(*t*)	(*t*) Carriage to the extent required for arms of sick and men on furlough will be provided at Government expense as under:— In Punjab, Bengal and Madras, One chest per company or 8 chests per battalion of Native infantry, at 2 chests per camel. More chests are allowed in Madras for arms and accoutrements if necessary. In Bombay . . Half camel per company of sappers and miners and 4 camels per regiment of Native Infantry. When the number of arm chests on this scale is insufficient to carry the arms of men sick or absent on furlough, carriage in excess may be supplied at the public expense on the authority of a station order. Requisitions for such excess carriage should be supported by a copy of the station order showing the number of men and arms required to be carried. Carriage for the arms of Native cavalry and artillery, for whom there is no prescribed scale regulating the number of arm chests to be carried for sick or men on furlough, may be similarly supplied on the authority of a station order.
Regimental stores	.....	.....	...	(*u*)	(*u*) *Vide* note (*b*) on page 122.

230. The undermentioned stores are authorised to be sent by railway at the public expense to British regiments and batteries—

(i)—Tools for regimental workshops when purchased by canteen funds.

(ii)—Soldiers' annual clothing.

(iii)—Quartermasters' stores and regimental necessaries, provided the same have been furnished by the war office, both on first arrival of the stores and necessaries from England, and on occasions of their being transferred from one corps or battery or company of royal artillery under orders for relief from England, to another. Off the line of railway, necessaries will be forwarded at the public expense by the most suitable mode of conveyance available. (P. II. 146 and 326 VIII.)

231. Regimental necessaries required to be sent from the head quarters of native corps, silladar cavalry excepted, to detachments at out-stations will be conveyed at the public expense. (P. II. 146A.)

232. Cost of carriage of materials for the repairs of interchangeable and trade-made arms is borne by the state. When it is necessary to send an armourer sergeant to inspect the rifles of a detachment, he is not to take his forge with him; but when such small tools as he may require are not with the detachment, or cannot be obtained from another corps or government establishment at the out-station, carriage for them may be ordered. (P. II. 148.)

233. The tools of regimental workshops which can be conveniently moved, such as those belonging to the trades of shoe-makers, watch-makers, book-binders and others, at the discretion of commanding officers, are to be carried at the public expense with regiments when they move from station to station, the regimental authorities arranging for their transport when the *usual requisition for* public carriage is made. The heavy tools supplied by government are to be returned into the executive engineer's stores. (P. II. 149.)

234. Carriage of the library property and of the canteen property of a regiment on the line of march in excess of the quantity allowed for library and other regimental institutions in para. 229, must be paid for by the canteen funds. (P. II. 150. Appendix IV. note (d). 186.)

SECTION III.

TRANSPORT BY SEA.

Accommodation.

235. The space allowed for all ranks on hired transports and freight ships is laid down in Marine Regulations, India, Volume II.

236. The following are the classes of passage to which all ranks are entitled by sea :—

1st Class.		
1.—General officer (including brigadier general and departmental officer of relative rank) proceeding from England to India, and returning.	(*a*) *Reserved accommodation, as for a single passenger, for himself.*	(P. I. 42.)
	(*b*) *If accompanied by his family, a reserved cabin, as for a married couple, and a first class passage for each child not accommodated in the reserved cabin.*	(P. I. 42.)
	(*c*) *It is optional with a general officer to have this accommodation provided for him in contract vessels, or to receive in lieu passage money at the rate prescribed in paras. 63 and 64 and make his own arrangements to travel by any route.*	(P. I. 42 & 43.)
	(*d*) *He may also avail himself of the accommodation or passage money any time up to 6 months from the date of ceasing to be employed.*	(P. I. 43.)
	(*e*) *Accommodation or passage allowance as above for general officers also is allowed to—* "(i) an officer of the *British service* returning home on expiration of a tour of service in the following appointments, although he may revert to the rank of colonel on the expiration of his tenure of the same :— Adjutant general in India. Quarter master general in India. Director general of ordnance in India. Inspector general of artillery in India. Inspector general of cavalry in India. Brigadier general commanding a 2nd class district. Deputy adjutant general of a command. Colonel on the staff royal artillery (having the temporary rank of brigadier general).	(P. I. 43 A.) (A. R., i. Vol. IV, Part I, para. 544.)
	"(ii) a surgeon-general of the *British service* when entitled to passage at the public expense;	[P. I. 43A (ii).]

Transport by Sea—Accommodation.

236—*contd.*
1st Class—*contd.*

[P.I. 43 A(iii).] I—*contd.*

"(iii) an officer of the *British service* compelled by the rules of the service to vacate a 2nd class district command before completing five years' tenure, although proceeding home in the rank of colonel;

[P. I. 43 A (iv).] "(iv) an officer of the *British service* selected for the command of a 1st class district in India, who held the local rank of major-general while commanding, but proceeds home in the rank of colonel on completing his tenure of command;

[P. I. 43A (v).] "(v) an officer of the *British service* obliged to vacate a 2nd class district command on promotion to major-general."

(P. I. 44.) II.—General officer (including brigadier-general and departmental officer of relative rank) proceeding from port to port within Indian limits, and not provided with accommodation in a royal Indian *marine* or chartered vessel.

(*a*) *General or lieutenant-general, four first class fares.*

(*b*) *Major-general, or brigadier-general, two first class fares.*

(*c*) *In case of return journeys if it is possible for a general or lieutenant-general by taking a return ticket to obtain a reserved four-berth first class cabin for less than four full fares, or a major-general or brigadier-general, a two-berth first class cabin for less than two full fares, he will only be granted such amount of passage money as he is actually obliged to pay for the return ticket.*

(*d*) *The passage money does not include passage for servants, chargers, baggage, etc., for which warrants will be obtained at the port of embarkation when practicable.*

(*e*) *Passages should ordinarily be taken in the British India Steam Navigation Company's steamers, not only in the Bay of Bengal, but also from port to port along the coasts of Madras and Bombay,* vide *para. 10.*

(P. I. 43 B.) III.—Colonel of the British service proceeding home on promotion to major-general.

(*a*) *1st class passage for himself by* contract *vessel only or passage money, but he must make his own arrangements for passage for his family.*

(*b*) *Passage by transport, freight or troopship is inadmissible.*

(P. I. 51.) (P. I. 45.) (P. I. 87.) IV.—All other European commissioned officers and others ranking with them;

(*a*) *The allotment of cabins in transports will be made by the assistant adjutant general at the port of embarkation.*

(P. I. 48.) (P. I. 82.) Native aides-de-camp to the viceroy, governors, commander-in-chief or lieutenant-generals commanding forces.

(*b*) *The commanding officer of troops on board hired transports or freight ships, whatever his rank, is entitled to a cabin to himself, the largest in the saloon set apart for male passengers, and to have a table in the cabin.*

(P. I. 51 A.) Chief mechanical engineers;

Civil chief master armourers engaged prior to the 16th November 1893.

(*c*) *As a general rule, officers are to be accommodated with a separate cabin each, and this rule should be observed when practicable; but when officers have to proceed with invalids or troops, and from the paucity of cabin accommodation two have to go in one cabin, full rate of passage money will still be paid to the owners.*

(P. I. 47.) Families of above;

(P. I. 50 A.) Lady nurses.

1st Class—*concld.*

IV—*contd.*

(d) When troops of more than one corps are embarked captains having the brevet rank of field officers will be allotted cabins in priority to captains not having such brevet rank, whether the officers belong to the same regiment or not. (P. I. 49.)

(e) The appropriation of cabins on board troopships will be made according to the seniority of the officers provided with passages. The commanding officer's cabin is always to be allotted to the officer in command of troops." (P. I. 45A.)

2nd Class.

V.—Departmental and regimental warrant officers and *all* army schoolmasters and their *wives* or widows and children;

Trained schoolmistresses and their children;

(a) A married warrant officer or schoolmaster will be allowed, when practicable, a separate cabin for himself and wife. (P. I. 54.) (P. I. 52.) (P. I. 57.) (P. I. 53.) (P. I. 65.) (P. I. 88.) (P. I. 334.)

(b) The husband of a trained schoolmistress, if not a warrant officer, or not being a schoolmaster, receives accommodation in accordance with his rank irrespective of that given to his wife. (P. I. 59, 88A.) (G. O. 4 of 1895.) (P. I. 51 A.)

Civil chief master armourers, engaged subsequent to the 16th November 1893 and other civilian mechanics and their families (other than civil chief master armourers engaged prior to the above date and chief mechanical engineers).

Soldier attendants on sick or insane officers *in private vessels only;*

European non-commissioned officers attached to departments or public offices, subordinate accountants, clerks, agents and storekeepers of departments or public offices and their families. } *From port to port within Indian limits only.*

(c) When there is no regimental sergeant-major on board a troopship, the non-commissioned officer acting as such and his family are entitled to second class accommodation. (P. I. 55.) (P. I. 80.) (Art. 1110, C. S. Regns.)

N. B.—See also exceptions under classes VI and VII.

Sec. III. Transport by Sea—Accommodation.

236—*contd.*

Intermediate—(Staff sergeants on troopships) or screened berths.

(P. I. 60.) (P. I. 65.) (P. I. 36.) (P. I. 334.) (P. I. 83.)	VI.—European staff sergeants (class 1, *Appendix II*) and their wives, widows and children.	(a) *If intermediate is not available on private vessels second class accommodation may be given to Europeans and Native commissioned officers, but under no circumstances will first class accommodation or compensation be allowed*
		(b) *In the case of natives, due arrangements shall be made, whenever practicable, for providing the conveniences necessary to enable those who can cook on boardship to do so.*
(P. I. 81.)	Native commissioned officers.	(c) *European staff sergeants, class I, are allowed second class accommodation when proceeding from India to the colonies on discharge on the termination of their engagement.*
(P. I. 58.) (P. I. 56.) (P. I. 63.)	Hospital assistants.	(d) *Non-commissioned officers on the Unattached List, proceeding to England on furlough, may be allowed class 16 or staff sergeants' accommodation on hired transports when there is room after those in Class I have been provided for. Should such accommodation not be available, they will get 3rd class or steerage passages.*

3rd Class or Steerage.

(P. I. 63, 65.)	VII.—All others, British and Native, including wives, widows, and children.	(a) *European non-commissioned officers of class II are allowed second class accommodation, and soldiers below those ranks, third class accommodation (or second class where there is no third class) when proceeding from India to the colonies on discharge on the termination of their engagement.*
		(b) *When, however, for special reasons, steamer companies refuse to provide third class accommodation for the families of British soldiers, though actually available on board, the men and families may be granted second class passages.*
(P. I. 74.)		(c) *Deck passage, when proper awnings are supplied and when between-deck accommodation cannot be provided, is considered sufficient for details of British and Native soldiers in health proceeding on short voyages to Madras, Burma, Karachi, Vingorla, Beypore and other adjacent ports, on such vessels as guarantee shelter between-decks, or its equivalent on deck, in case of bad weather. Second class accommodation should not be provided for soldiers unless in rare and exceptional circumstances, but between-deck or second class accommodation should always be provided for women and children, the families of British soldiers proceeding from port to port in India, whether accompanied by the husband or not; the local authorities at the port of embarkation must use their discretion in deciding on the class of accommodation to be provided, each case being considered by them on its own merits, with special reference to the strength of the troops and other attending circumstances.*

3rd Class or Steerage—*concld.*		
VII—*contd.*	(*d*) *A special agreement respecting accommodation is to be made with the Peninsular and Oriental Company on each occasion when passage on the company's steamers is required for small details of troops proceeding as third class passengers from Bombay to Aden, and* vice versâ.	(P. I. 75.)
	(*e*) *With regard, however, to third class passengers proceeding from Aden to Bombay, the brigadier-general commanding at Aden is vested with discretional power to order second class passages for European soldiers if time does not admit of a special agreement being made.*	(P. I. 76.)
	(*f*) *When no other means of suitable marine transport are available, passages may be engaged in the Peninsular and Oriental steamers for the conveyance of troops, etc., to Madras, second class accommodation being given to warrant and staff non-commissioned officers, and deck passages to others; these latter being always provided with effectual protection from rain, sun and bad weather, and not exposed on deck without efficient shelter.*	(P. I. 77.)

237. The extra space allowed for invalids on hired transports and (P. I. 70.)
freight ships, *vide* marine regulations, volume II, is given expressly on the grounds that the invalids require more room and are less able to help themselves than men in health, and accordingly the master of the ship is responsible for the cleanliness of the ship aided as far as possible by the invalids able to work. This point should be explained to the masters of vessels on their being taken up for invalids; the local authorities, however, should arrange, where practicable, in detailing the parties for each ship, that each contains a proportion of men worn out by the climate perhaps, but quite fit for the performance of light duties on boardship.

Baggage Rules.

238. The quantity of baggage, not exceeding that prescribed by (P. I. 470.)
paragraph 223, which officers proceeding on temporary duty may take with them at foreign stations, will be regulated by the general or other officer commanding, in accordance with the requirement of the service at the station.

Sec III. Transport by Sea—Baggage Rules.

(P. I. 471.) 239. Officers travelling as government passengers by the Peninsular and Oriental Company are allowed to take free of charge the quantity of baggage to which their rank entitles them under these regulations.

(P. I. 472.) 240. Should an officer, however, elect to accept passage allowance for his own convenience at the time when a contract passage is available, he is liable for any extra cost on account of baggage in excess of the amount allowed by the company to an ordinary passenger.

(P. I. 473.) 241. When an officer travelling on duty receives a contract passage, all baggage to which he is entitled under these regulations should be carried by the company either under a government contract or on payment by the officer of the difference between the amount allowed to a private passenger and that allowed by these regulations.

The amount so paid to be recovered by the officer in the usual way.

(P. I. 474.) 242. When an officer is provided with a government passage from India to an imperial colony on a vessel of a company, with which there is no contract, arrangements are to be made locally for the payment of the freight of any excess baggage to which he is entitled by his rank under these regulations.

(. I. 484.) 243. All military baggage is to be carried in rectangular boxes of the following dimensions, outside measurements :—

								c. ft.	cwt.	
No. 1	.	3′ 6″	×	2′ 2″	×	2′	=	15	or 3	of baggage.
„ 2	.	3′ 4″	×	1′ 10″	×	1′ 8″	=	10	or 2	„
„ 3	.	2′ 6″	×	2′ 0″	×	1′	=	5	or 1	„
„ 4	.	2′ 2″	×	1′ 2″	×	1′	=	2½	or ½	„

(*a*) No baggage other than the following will be accepted for shipment with troops which does not conform to the above :—

Exceptions.

Arm chests.
Lance chests.
Tool chests.
Forge.
Officers' bedsteads.
Valise for officers' bedding.
Officers' tub.
Bullock trunks.
Portmanteaux.
Tin uniform cases.
Musical instrument cases.
Chests or cases supplied by government.

} Cubic measurement of each package to be marked in paint outside.

(*b*) Cases at present in possession of officers may be retained if approved by the commanding officer, and marked with the number of the nearest equivalent pattern, but not to exceed 15 cubic feet. New cases when required must be according to regulation. (P. I. 484.)

(*c*) Each article must have distinctly painted upon it in front the name and rank of the owner, or department of the corps to which it belongs, and on the top the nature of the contents, such as "personal baggage," "band stores," and on each end the size number, 1, 2, 3, or 4. Baggage of soldiers' wives should bear the name, etc., of the husband. (Sec. XVII para. 148. Queen's Regulations.)

(*d*) Each case for embarkation should be marked in paint T. S. (troopship) in large letters, and the whole be kept quite distinct from any other baggage which may be taken with the troops to Bombay for shipment under private arrangements.

(*e*) The restrictions with regard to shape and size will not apply to the baggage of soldiers' families when proceeding from port to port in India, or to and from Burma.

244. Heavy baggage intended for the baggage rooms should be labelled "Baggage Room" in large letters on a white ground. This baggage cannot be got at during the voyage. Change of clothing for officers and ladies required in addition to the baggage for cabin use on voyages where variations of climate will be experienced should be packed in separate boxes marked "Change of clothing" on a blue label. These boxes will be stowed in the "Present use baggage room" in ships in which one is provided, or in the "Main baggage room" near the door, and will be got up when required. For instructions for disembarking heavy baggage of troops, see Appendix I, para. XIX. (P. I. 485.)

245. Kit bags of invalids, time-expired men and other details and the boxes of their families should have printed on them, under regimental arrangements, the regimental number, rank, name, regiment or battery, and be labelled as follows :— (P. I. 485 A.)

Baggage of time-expired and reservists of all corps (except southern division, royal artillery).	Discharge depôt.
Baggage of southern division, royal artillery.	Rowner.
Baggage of invalids of all corps	Netley.
Baggage of men sent home as transfers to home battalions, militia, volunteers, depôts, and to classes of instruction.	Transfer.

245—*contd.*

Baggage of warrant and non-commissioned officers, Indian establishment, and others home on leave or furlough, also widows or wives unaccompanied by their husbands.	A red star.

(P. I. 486.) **246.** All baggage, wherever stowed, forms part of, and not an addition to, the total quantities allowed by regulation.

(P. I. 487.) **247.** Commanding officers of corps and detachments about to embark will, before the troops leave their original stations, cause the whole of the baggage intended to be embarked to be carefully packed and actually measured.

(P. II. 329.) **248.** All baggage, public and private, to be conveyed in troopships or transports, is to be marked under regimental or private arrangements without remuneration from the state.

(P. I. 488.) **249.** Upon embarkation each cwt. of baggage must be packed so as not to exceed a measurement of 5 cubic feet, and the attention of officers and others is particularly requested to the necessity for complying with this rule. Each officer or lady will be allowed two articles of baggage in the cabin. They are to be of the same size and shape as regulation box No. 3 (*vide* para. 243), and are to be labelled with the word "Cabin" on yellow ground. These two packages are to be included in the officer's total allowance of baggage.

(P. I. 489.) **250.** Only such baggage, the quantity or dimensions of which comes within the regulated allowance, and should be entered in a return I. A. Form R. 525, should be sent for embarkation.

This return will be sent through general officers commanding districts (who will cause the same to be carefully checked according to the regulations) to the general officer commanding Bombay district so that it may reach him not less than three days in advance of the arrival of the troops at Bombay

(P. I. 490.) **251.** As troops proceeding by Bombay embark direct from the railway terminus, the baggage arriving for embarkation cannot be measured there ; but as an additional precaution and check against any excess being taken to the troopship, it will be finally measured at the last military station where the troops take train for Bombay, under the orders of the local commanding officer (unless the officer commanding the troops is senior, in which case he himself will see the measurement carried out), and none but the regulated allowance will then be loaded in the vans for embarkation, other baggage for shipment under private arrangement being placed in separate vans, which are to be marked accordingly.

252. Individual officers embarking will have their baggage measured at Bombay, under the orders of the officer superintending the embarkation, but they are cautioned to send their heavy baggage to the Sassoon dock troop-shed at Bombay two days prior to that named for the sailing of the troopship, in order that it may be weighed, measured, and embarked under the orders of the assistant adjutant general; baggage not so sent will run the risk of being rejected by the troopship authorities. (P. I. 491.)

253. When packages of baggage are embarked unaccompanied by their owners, a baggage note (I. A. Form R. 502) is to be used, the instructions at the foot of which are to be carefully attended to. (P. I. 492.)

This note only relates to baggage within the regulation allowance unavoidably left behind in India on the departure of the owner, or to baggage specially allowed to be embarked in other cases.

Embarkation of baggage as provided above is to be sanctioned by general officers commanding districts, in the same way as baggage proceeding with troops.

I. A. F. R. 525 referred to in paragraph 250 is to be made use of as well as the baggage note I. A. Form R. 502).

254. Parcels may be sent to England in any troopship provided with a parcel room under lock and key. Such parcels are, however, only to be carried for the personal convenience of officers and men serving abroad, up to the capacity of the room specially provided for them, and are not to contain groceries, vegetables, fruit, or any edible, except in very special cases, to be judged of in each instance by the captain of the vessel. (P. I. 492A.)

Their shipment will be arranged for by general officers commanding districts, in communication with general officers commanding at ports of embarkation, and a parcel note (I. A. Form A 37) is invariably to be used.

255. The strictest attention of all officers and others provided with passage in troopships is invited to paragraphs limiting the amount of baggage to be embarked in those vessels, and more especially as regards its cubic measurement, cases having occurred in which, though the weight of baggage taken to the port was within the limit allowed, its admeasurement was so much in excess that space could not be found in the baggage room for a great portion which had to be left behind at the last moment to the very serious loss and inconvenience of regiments and individuals. (P. I. 493.)

256. No baggage will be received on board troopships without a pass signed by the staff officer superintending the embarkation, (P. I. 494.)

256—*contd.*
who will reject all which does not come within the regulations as to description and quantity.

(P. I. 495.) 257. The staff officer superintending the embarkation will also keep a record of baggage embarked by individual officers or others and arriving with troops.

(P. I. 496.) 258. Before the baggage is put on board, the military staff officer superintending the embarkation, or the officer in charge of the baggage party, will inspect the baggage room and the 'present use baggage room,' when there is one, to see that they are entirely clear, when he will sign the following certificate, and deliver it to the captain of the ship, or, if a hired ship, to the master :—

_____ *ship.*

_____ 19 .

"I hereby certify that I have this day inspected the baggage rooms appropriated for military baggage on board _____ ship _____ and that they are *entirely clear* and ready for the stowage of the baggage of the military passengers about to embark.

. . . . . { Military staff officer superintending embarkation.

. . . . . { Military officer, in charge, baggage party."

(P. I. 497.) 259. The scales of baggage enumerated in paragraph 223 represent the maximum quantity of baggage which can be conveyed with troops at the public expense. Whenever individual officers and men or when bodies of troops move, if their legitimate military equipment,—*i.e.*, personal equipment and furniture,—does not aggregate the full weight or measurement allowed, the balance cannot be absorbed by the conveyance, at the public expense, of articles forming no part of the equipment necessary for the service.

(P. I. 498.) 260. Charges for the conveyance of baggage, except in the case of individual claims, will in all cases be supported by receipted vouchers, in which will be shown its actual weight and measurement when conveyed by water.

(P. I. 505.) 261. Staff officers superintending the embarkation are to be held responsible that the weights prescribed in paragraphs 223 to 229 are not under ordinary circumstances exceeded.

(P. I. 510.) 262. The baggage and tentage of officers or troops, if left on board on their disembarkation, are to be placed in charge of the master of the ship.

(P. I. 511.) 263. The arms and accoutrements of the infantry, and the arms, appointments, and saddlery of the cavalry when conveyed by sea, are to be carried at the public expense without reference to the weight or admeasurement allowed for the heavy baggage of the troops or companies.

Messing, Canal Dues, Victualling and Forage.

General Instructions.

264. Officers proceeding to England or elsewhere in charge of troops are prohibited from accepting from the master, owners or agents of the ships any sum of money as compensation for short or inferior rations without the special sanction of the general or other officer commanding at the port, or of his staff officer superintending the disembarkation; and in the event of there being any cause of complaint regarding the provisions, etc., officers commanding troops should be careful to mention the same in the certificates which will be presented for their signature by the agents of the ship on the termination of the voyage. (P. I. 512.)

265. All officers proceeding to England or elsewhere in charge of troops are to be furnished with a printed copy of these instructions by the officer superintending the embarkation. (P. I. 513.)

266. Whenever the owners of vessels taking troops fail in their engagements to supply provisions of good quality throughout the voyage, the utmost penalty that can be imposed, in accordance with the fourteenth article of the agreement, should be exacted, and all attempts to palliate insufficient fulfilment of contracts should be at once rejected. Agents can, if they will, obtain good stores, and their proper and careful stowage and preservation during the voyage must depend on the measures adopted by the master of the vessel. (P. I. 514.)

The enforcement of penalties when the men are badly supplied is the best, if not the only, guarantee which can be afforded that the owners will honestly do their part to ensure fulfilment of their engagement, and leniency only begets encroachment.

267. The amount due as compensation to British troops on account of rations short issued during the voyage is to be paid by the master or owner of the ship immediately on the arrival of the troops at their destination, and before they disembark. (P. I. 515.)

268. In order to carry the arrangements into effect, officers embarked in charge of troops despatched from India are instructed, in any instance of a short issue of rations, to keep a very accurate *daily* account of the quantities of each kind of provision deficient, with the number of men, women, and children under and above ten years of age entitled to receive compensation. (P. I. 516.)

(P. L. 517.) 269. Any provisions substituted for those deficient should be registered in like manner, and it should be shown *at what rate* substitutes are given for the articles deficient, the proportion being arranged between the officer commanding the troops and the master of the ship at the time of issue.

(P. I. 316.) (P. I. App. I. para. XVIII.)

Transport by Sea—Messing and Victualling.

270. The following are the daily rates of payment, contribution, or mess stoppage for mess or rations to be paid by officers and others travelling on Indian service:—

Those travelling on Imperial service pay for themselves and families under the rules contained in the War Office Allowance Regulations.

(S. S.—For grant of table money, messing allowances, etc., to officers and others in civil employ, see Appendix IX.)

1	Scale I.*	Scale II.*	Scale III.**	Scale IV.	5
	Applicable to all Imperial and Indian Government troops and hired transports moving between India and Europe.		On a voyage vessel from port to port in India, or between the ports of India, or on a river steamer.	To be paid by officers accompanying Sir Kitchener, the Commander-in-Chief or other high officials on duty on a voyage or journey between those ports or ports in India or beyond the limits of India, when rations are to be included as part of the messing provided.	Remarks.
	Rationed.	Not rationed.			
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Generals, Brigadiers-General and officers of similar Army rank.	2 0	0 0	1 1 0	Generals: officers of Field-officers rank 1 0 0 / Captains and below (2) 0 0 0	—
All others (including honorary commissioned officers and Senior Assistant Surgeons).	0 0	0 0	0 0 0		—
Wives, and daughters over 18 years of age.	2 0	0 0	1 0 0*	—	(a) The ability per diem in the above scale to recover the cost of messing of the families specified in (a) of foregoing clause is confined to officers and senior Government officials, viceroy, governors, members of executive councils, secretaries of state, members of council, chief commissioners, agents to governors-general, lieutenant-governors, chief commissioners, residents, commissioners in Sind, political agents in Baluchistan, and officers of similar rank in the Political Department.
Sons over 18 years of age.	—	0 0	—	—	
Children over 7 and under 12 years of age.	1 0	0 0	0 10 0*	—	
Children over 1 and under 7 years of age.	1 0	0 0	0 5 0*	—	
Sons under 1 year	Free.	Free.	Free. *	—	
Nurses (3)	1 0	0 0	0 0 0	—	
Servants	1 0 (If rationed from Steamer.)	0 0 (If rationed from Steamer.)	0 0 0	—	(b) For the rates applicable to [illegible] see foregoing clause relating to passages,—see para. [illegible].
[illegible]	0 0	0 0	0 0 0	—	
[illegible]	(4) 0 0	Whole cost.	0 0 0	—	
[illegible] Depart-		2 0		—	
[illegible] ating these Unattach-	Free.	1 0		—	(c) This rate [illegible] applicable [illegible] passages [illegible] India to China, Japan and China [illegible]
[illegible]		2 0		—	
[illegible] daughters [illegible] ge of age.		1 0	Free.	—	
[illegible]	0 0	0 0		—	
[illegible]		1 1		—	(d) When ruling [illegible] Government [illegible] cases.
[illegible]	Free.	1 1		—	(e) When rationed [illegible] by the ship's [illegible] cases.
[illegible]		Free.		—	
[illegible]		0 0 (5)	0 0 0	—	(f) The [illegible] [illegible] weighed [illegible] [illegible] [illegible]

271. An officer not in receipt of Indian allowances, when provided with a passage, including messing, to and from England, or to and from the colonies, or from port to port in India, pays messing charges according to scale I for himself and family.

272. Officers promoted from the ranks in England or elsewhere will pay scale I messing for themselves, but nothing for their families, on the first voyage on duty after such promotion from India to England or a Colony, or from England or a Colony to India.

273. Officers who are not detailed for duty with troops, but who are entitled to passage at the public expense, will pay messing rates according to scale I for themselves and families and scale II for their servants Officers granted "specially entitled" passages for their families under para. 108 will pay messing for them according to the rates laid down in para. 270.

274. An insane officer of the British or Indian services allowed passage to England under para. 57 will be charged the scale I rate of messing.

275. Officers of the Indian army, not being subalterns on medical certificate, who proceed on duty in troopships, will pay for messing according to scale I.

276. Each individual granted a *not-entitled* passage in an Imperial or Indian Government vessel or hired transport must pay messing charges according to scale II of para. 270 and canal dues when the passage is *vid* the Suez Canal, at the following rates:—

For each passenger above 12 years of age	8*s*.
" " " 3 and under 12 years of age . .	4*s*.

All charges must be paid by—

1*st class passengers*	Before disembarkation
2*nd and 3rd class passengers* . . .	Before embarkation

to the station staff or embarkation officer.

Messing charges for 2nd and 3rd class passengers are calculated on the average duration of the voyage, including the days of embarkation and disembarkation.

Payment received from 2nd class passengers will be made over to the ship's authorities, and those from 3rd class passengers credited to Government through the Military Accounts Department.

277. When officers are necessarily employed doing duty with troops on board troopships, or Royal Indian marine ships, the

Suez canal dues for their families, if permitted to embark with the officers, are borne by the State.

278. Officers in receipt of Indian allowances, when provided with a passage at the public expense on a sea-going vessel from port to port in India, or beyond the limits of India, or on a river steamer, will pay messing contribution for themselves and families according to scale III. (P. I. 525.)

279. When an officer proceeds to a station beyond sea in consequence of transfer at his own request to another regiment or appointment, or when an officer who may have no regiment or department to join is returning from furlough on medical certificate, and whose services may be required at a distant station, is obliged to proceed to that station by sea, the stoppages for messing will be according to scale III. (P. I. 526.)

Note.—Under a contract with the British India Steam Navigation Company, the sum of R5 per diem will be paid by Government as victualling allowance for each British officer.

In the Straits Settlements the charge for messing on this company's vessels chartered by government is R6 a day (government letter No. 6 of 2nd February 1876).

These sums are exclusive of the charge for liquors, etc., which will be defrayed by the officers themselves.

280. Officers granted passage for their families under para. 104 (v) will be subject to payment of messing contribution for their families according to scale III if the voyage does not exceed twenty days, and half those rates for any number of days in excess of twenty and within fifty, and half the rates for the entire voyage when it may exceed fifty. (P. I. 527.)

281. The messing contributions of officers and their families receiving passage by government vessels, are paid by the officers concerned before disembarkation. (P. I. 528.)

282. When a lady entitled to passage at the public expense receives passage allowance (based on British India Steam Navigation Company's rates, which do not include wine, etc.) in lieu of passage, the sum to be deducted for messing from such allowance shall be four shillings a day for the estimated period of the voyage. (P. I. 529.)

This applies to the wives and families of general officers entitled to passage at the public expense.

283. The mess contribution or charge is to commence on the day on which the first dinner meal is taken on board, and to terminate on that on which the last dinner meal is taken. (P. I. 530)

284. Officers and others about to embark on boardship are to (P. I. 531.)

284—*contd.*

take care to provide themselves with the prescribed form of messing certificate (Military Accounts Form 168), and before they go on shore to complete the form, or cause it to be completed, in every particular including the signature of the paymaster or master of the vessel, and of the officer commanding the troops, or of the officer himself where there is no commanding officer.

(P. I. 532.) 285. In the event of officers omitting to obtain the proper messing certificate, the paymaster or other accountant will immediately recover from such officers the regulated stoppages for the full number of days for which advanced pay is allowed for the voyage by royal warrant, unless the voyage is known by the accountant to have exceeded on this occasion such period of advance, in which case the stoppages will be made for the full period actually occupied by the voyage.

This settlement will be without appeal.

(P. I. 533.) 286. The messing contributions of officers and their families granted passage by private steamers will be deducted from the first pay bill submitted after termination of the voyage. To ensure this the officer granting the free passage shall be required, when notifying the same to the applicant, to warn him in writing that certificates (I. A. F. R. 522) of the dates of his embarkation and disembarkation, signed by the master of the vessel, and countersigned by the officer of the marine department or assistant adjutant general, as the case may be, at both ports, if possible, but at all events at the port of disembarkation, must be appended to the bill in which his pay is next drawn.

(P.I. 534.) 287. When several officers belonging to the same regiment are embarked, their names may be included in one certificate, but in other cases a separate certificate is to be made out for each person.

(P. I. 535.) 288. Chief mechanical engineers, also civil chief master armourers, engaged prior to the 16th November 1893, provided with first class passages on sea-going vessels at the public expense will be subject to messing stoppages for themselves and families at the same rate as honorary commissioned officers.

(P. I. 536.) (Paras. 551 and 551A, A. R. I., Vol. IV.) (Para. 106F., A. R. I., Vol. V.) 289 The following rates for messing are paid by government for departmental and regimental warrant officers, overseers, European non-commissioned officers attached to departments or public offices, civil chief master armourers, engaged subsequent to the 16th November 1893, and 2nd class European civilian mechanics of the Ordnance department. clerks, accountants, agents and storekeepers of depart-

ments or public offices and for the families of any of these classes, when proceeding on duty and provided with passages on board sea-going vessels from port to port in India, or to places beyond its limits :—

Second Class.

	Per diem. R a. p.
Passengers messed at the warrant officers' or second class table .	3 0 0
Passengers messed at the commander's table, when only one mess is maintained in the vessel	4 0 0
Wife or female child of 16 years of age and upwards at any mess	2 0 0
Children of 2 and under 16 years of age	1 8 0
Children under 2 years of age	Free.
Native servants, male or female	0 3 0

These rates do not, however, include wines, which must be paid for by the passengers themselves.

290. * * * * * *

291. Warrant and non-commissioned officers of the quarter-master general's department, while employed on embarkation duty on board Indian government vessels, will be messed on board those vessels ; R3 per diem per head, including the cost of an imperial pint of good ale or beer, will be paid by government for this purpose, but the money will be payable to the vessels in question and not to the persons messed ; the men so messed will not be entitled to rations for the day or days on which they may be so messed on board. (P. I. 539.)

292. The families of non-commissioned officers on the staff, who on account of ill-health are provided with passage under para. 153(viii) in contract steamers and vessels, are to be messed on board at the public expense, as is the case when families accompany non-commissioned officers proceeding on duty. (P. I. 540.)

293. The messing of civilian bandmasters is to be in all cases settled by the regiment. (P. I. 541.)

Native troops and followers.

294. A native clerk, agent or storekeeper, who owing to caste or other religious scruples, makes his own arrangements for provisions on boardship when travelling at the public expense, will draw table money under the provisions of Article 1116, Civil Service Regulations. (P. I. 562.)

Clerks, agents and storekeepers, serving in Burma or Aden, when granted leave to India on medical certificate or when returning (P. I. 563.) (Paras. 1115, 1116, Civil).

Service Regulations.) therefrom, and provided with free passages, must themselves defray all table and other attendant expenses for themselves and families.

Forage.

(P. I. 564.) 295. The charge for the feed of the horses of British commissioned officers provided with forage by the commanders of transports includes the purserage allowance of R1 for every horse landed in good condition.

(P. I. 565.) 296. For the first few days on boardship food is to be rather sparingly given both to horses and mules, and bran should form the larger portion.

The full quantities of the daily ration should not be issued, unless in the opinion of the military commanding officer they are actually required.

(P. I. 566.) 297. Water should be given three times a day when the weather is warm. Watering before feeding does not interfere with the digestion; whilst drinking on a full stomach, particularly of grain, often causes gripes—a disease which horses are specially liable to at sea

(P. I. 567.) 298. Vinegar is one of the greatest comforts to horses, and should be used freely; the nostrils, mouths, and occasionally the docks of horses, especially moping sickly ones, should be sponged with it daily.

Chargers.

(P. I. 460.) 299. Mounted officers are not as a rule, allowed to take home chargers in troopships; but, as a few horse stalls are sometimes provided for the accommodation of horses sent from England to India for government purposes, mounted officers of regiments proceeding in such vessels to England or between any ports in India may be allowed the whole or a portion of such accommodation if available in which to embark their chargers, on the understanding that no claim on the part of the officers to this privilege is thereby admitted and that the chargers embarked are conveyed at the risk of the owners, neither the Imperial

(P. I. 461.) nor Indian government accepting any responsibility whatever.

300. Applications from officers wishing to take their chargers should be sent to the general officer commanding at the port of embarkation, who will make the necessary arrangements in communication with the resident transport officer, informing the applicants of the result.

301. The owners of the horses will be required to make provision for their care during the voyage, and to take a supply of medicines with them. Forage will be provided by the paymaster of the ship in the same manner as the horse gear and the utensils. To cover the cost of forage and all government articles supplied for the use of the horses on board, a charge will be made of 2*s*. 6*d*. per diem for each horse which will be recovered from the owners before disembarkation. (P. I. 462.)

302. It is to be clearly understood that in no case will a charger, if it be a mare, be allowed on board when government stallions occupy a portion of the horse accommodation. (P. I. 463.)

Dogs and Birds.

303. The number of dogs allowed on board troopships is one for every 200 men, but the total number is not to exceed 6 on any vessel. The importation of dogs into Great Britain being only permitted under certain conditions, dogs for the United Kingdom will not be embarked on troopships unless the owners of the animals have previously procured the necessary license of importation and otherwise complied with the orders of the Board of Agriculture on the subject. The number of birds allowed to be taken on board is restricted to 25 per cent. of the troops embarked. (P. I. 464.) (M. D. 794 C., dated 3-6-99.)

Tenders and Surveys.

304. The administration of the Royal Indian marine department is regulated by the Government of India. Communications regarding tonnage required for the conveyance of troops by sea should be addressed to the military (marine) department through the quartermaster general's department. (P. I. 1.)

305. The director, Royal Indian marine, whose head-quarters are at Bombay, exercises chief administrative authority under government over all matters appertaining to the Royal Indian marine. (P. I. 2.)

The director, Royal Indian marine, at Bombay and the deputy director at Calcutta are the head executive officers of the marine under government for the eastern and western sides of India respectively. Correspondence from the local military authorities must be addressed to these officers. Officers of the district staff are not to correspond with agents, owners of ships, or through any channel except as above prescribed.

(P. I. 3.) 306. After the issue of orders by government to the departments concerned, the several inspections and other executive details can be carried on locally without reference to government; but no committee is to assemble to report on any vessel of the royal navy or on any vessel belonging to the government of India.

(P. I. 4.) 307. On receipt of information from the marine authorities regarding the vessels to be surveyed, the officer commanding the district will detail the assistant adjutant general and a medical officer, and if the vessel is to convey any animals, also a veterinary officer, to accompany on board such vessels the Indian marine officer detailed to survey and report on the fitness of the vessel as a transport for troops, animals, etc.

(*a*) The duty of the assistant adjutant general will be to see that the vessel is generally calculated to accommodate troops with comfort, and in conjunction with the marine officer to fix the position of the women's quarters and galleys.

(*b*) The medical officer will see that the vessel is well ventilated, or capable of being made so, and is not infested with vermin. In conjunction with the marine officer he will fix on the position of the sick bay and latrines.

(*c*) The veterinary officer will see that there is sufficient accommodation, and that the vessel is well ventilated, and in every way suitable for the class of animals to be conveyed. He will also, in conjunction with the other members of the Board of Survey, settle the position to be occupied by the troops, horses, mules, or other animals to be embarked.

(P. I. 410.) 308. When intimation is received from the marine department that insanes are to proceed in a vessel taken up for the conveyance of troops, the presence of the superintendent of the lunatic asylum will be necessary at the several surveys on the vessel, but his duties are to be confined only to the provisions necessary for the lunatics, and in no manner connected with the troops.

(P. I. 5.) 309. As soon as possible after a vessel has been surveyed, a report in triplicate, and signed by all the officers concerned, is to be made out by the senior Royal Indian marine officer on the survey, and forwarded to the director of the Royal Indian marine, copy being furnished by that officer to the district staff office and to the military

department of the government of India. This report is to be termed the "Primary Survey Report."

(*a*) As soon as the marine authorities have reported that the arrangements ordered in the primary survey have been carried out, the military officers specified in paragraph 307 with, if possible, the officer to command the troops on board the vessel, and the medical and veterinary officers to be in charge of the troops and animals about to embark, will assemble on board at such time as the director, Royal Indian marine, may decide, and will ascertain that the medical stores and comforts, provisions, stores and water required for the voyage are good; that the full quantity has been put on board, that the accommodation and fittings for officers, men and animals are complete and in a proper state for the reception of troops and transport. The Royal Indian marine officer who may be detailed by the director to attend the survey will ascertain whether the nautical requirements have been complied with. All provisions condemned on this occasion, if found absolutely unwholesome, are to be destroyed in the presence of the military officers; those found to be of inferior quality or not up to muster should be returned to the supply department, to be exchanged for articles of better quality.

Note.—The survey mentioned above is unnecessary on provisions when they are shipped by the Commissariat Department.

310. In selecting ships for artillery or cavalry, care should be taken to secure those as high between-decks as possible, *viz.*, from 7 feet and upwards high; wooden ships are preferable, being cooler and in every way more easily ventilated. (P. I. 6.)

311. Two surveys of a vessel are required from time of tendering to the final embarkation of troops, *viz.*, Primary Survey and Final Survey. (P. I. 7.)

312. On a corps or detachment being ordered to proceed by sea the officer commanding will at once forward to the assistant adjutant general at the port of embarkation a return of numbers, etc., to embark to enable the allotment return to be prepared, any subsequent alterations being notified without delay (*vide* I. A. Form R. 509). (P. I. 8.)

313. As soon as the "primary survey" has been completed, an "allotment return" (I. A. Form R. 509) showing the names (if possible), as well as the numbers of all commissioned and warrant officers, the numbers of the men, with the numbers of the wives and children (sex and age of each child being particularised), of all ranks respectively, and also the number of cattle, specifying horses, mules, etc., (P. I. 9.)

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is to be made out by the assistant adjutant general from data to be furnished by the officer commanding the depôt or by the regimental authorities as the case may be, and copies sent to the marine department, the executive commissariat officer, the principal medical officer at the presidency, also to the ordnance officer when necessary, in view to the required preparations for fitting up and supplying the ship being made by these departments.

It should be stated in the return whether a medical officer will be attached to the troops or not, to enable the local medical authorities or the owners of the vessel to arrange for the provision of one, if necessary.

This return is most important, and the greatest care should be observed in its preparation, especially in detailing the families of soldiers, widows, orphans, etc.; they should be seen personally, and the ages of the children carefully noted.

(P. I. 10.) 314. Two or three intelligent non-commissioned officers belonging to the troops about to be embarked should be sent on board three or four hours before the committee assembles, to test the soundness of the boilers by boiling water in them for at least two hours. They will also be of assistance in testing the various provisions, etc.

(P. I. 12.) 315 All forms required by the transport committee for the several surveys, as well as for the several returns and reports, will be furnished by the assistant adjutant general at the port of embarkation.

(P. I. 13.) 316. Each ship should be complete in every detail; troops, tents, ammunition, baggage animals, etc., being divided in due proportion so that each detachment may be independent and ready to land at any point without reference to the remainder of the regiment or battery.

(P. I. 14.) 317. The committee should remember that one great object is to secure a sufficiency of ventilation, particularly in horse transports. They should see that the ventilators are complete and do not jam when fitted on, so that they may be easily trimmed to the wind.

The windsails should be overhauled and hung up in the rigging or to the fore and aft stays, so that it can be seen if they are of ample length and sufficient in number.

(P. I. 17.) 318. When elephants are shipped, the deck in which the animals are placed cannot be too well ventilated. Windsails should be fixed wherever practicable, and every endeavour should be made to increase the current of air.

319. Windsails in all transports should be fixed to each hatchway, of sufficient length to be carried well up into the rigging, so as to catch the slightest breeze in calm or sultry weather. (P. I. 18.)

320. The orlop deck should only be used for troops, provided the medical authorities are satisfied as to the sufficiency of the means for securing light and ventilation. (P. I. 21.)

321. All owners of vessels are anxious, when their ships are taken up, to secure the benefit of false decks being fitted to prevent the ships' decks being injured by the horses. This is objectionable on the score of cleanliness, for the urine percolates and stagnates between the two decks without any possible means of clearing it away; the board of survey will decide as to their provision. (P. I. 22.)

322. When ships are engaged for the conveyance of an expeditionary force, a distinguishing number, to be determined by the local authorities, should be painted on each bow and quarter of each transport; the figures to be 3 feet long and to be painted in black on a white ground, the four white spaces being each 8 feet long by 4½ feet in depth. (P. I. 23.)

323. Cavalry ships should carry some small flag at their foremast; infantry the same at their mainmast; and artillery ships at their mizen mast-head. All transport vessels should carry admiralty signal posts and arms, also signalling lanterns with the admiralty signalling manual. (P. I. 24.)

Equipment of Vessels.

324. Officers, second class passengers, and staff sergeants proceeding on boardship on duty with troops are to be provided with cabin furniture by the owners of the vessel according to the scale given in Marine Regulations, India, Volume II. (P. I. 94.)

325. Standing bed-places are to be supplied by ships conveying British troops for all second class passengers, staff sergeants, women and children, and for such invalids as may be considered necessary by the medical authorities; bed sheets, pillow-cases, and other articles of the same description will be furnished by the commissariat department for the total number of invalids in addition to any bunks that may be provided, on the certificate of the principal local medical authorities without reference to government. (P. I. 95.)

(P. I. 96.) 326. Standing berths for invalids are to be limited to a single row on each side, and a single or double row in the centre, according to the capacity of the vessel; the midship rows to extend only between the fore and main hatchways, a space of at least 7 feet being retained between the side and middle row or rows; a clear space of 16 inches is to be left between the side of the vessel and side bunks, and a similar space between the middle rows (where there is a double row midships) for a passage. The size of the standing berths for adults to be 6 feet 6 inches × 2 feet 6 inches inside: they are to be raised 2 feet from the deck, and fixed at intervals by means of upright stanchions, so as to admit of a swinging cot above, if requisite, in bad weather.

(P. I. 97.) 327. For women and children the berths are to be placed in the aftermost part on the starboard side of the lower deck, or in both sides across the stern when the troop fittings extend to the stern. Should the ventilation, however, at the stern not be sufficiently good, such other part of the ship may be selected for their accommodation as the surveying officers may consider more suitable. These berths are to be fitted with a bulkhead, or provided with proper canvas screens, to separate them from the men.

(P. I. 98.) 328. In all vessels taken up for troops, the whole of the between-decks is to be thoroughly white-washed, the number of each hammock or berth stencilled above it, and each mess table numbered, so that on embarkation the officer commanding the troops may at once tell off his men to their respective messes.

(P. I. 99.) 329. Owners of vessels will provide and fix in the space portioned off for the soldiers proper hammock battens, or hooks, for the purpose of securely hanging the hammocks, and provide on the upper deck proper hammock nettings or convenient space for storing the hammocks during the day, and proper tarpaulins to preserve them from the rain and sea water on deck; and also a convenient ladder to enable the soldiers and others to pass readily up and down from the lower to the upper deck; and on the requisition of the military officer, or medical officer in charge of the soldiers and others, will cause proper awnings to be spread so as to shade and screen the soldiers and others from the sun; and also good and effective windsails at all the hatchways, openings, or leadings to that part of the vessel in which the soldiers and others are accommodated; and shall provide and fix upon the upper deck of the vessel one or more cast-iron hearths, with fixed boilers, of a size proportioned to the number of soldiers (the allowance being at the rate of half a gallon for each adult).

330. Galleys with coppers are invariably to be supplied by owners of ships conveying British troops in lieu of the ordinary caboose. (P. I. 100.)

331. Forms for seating the men, mess kit and mess tables are to be provided by owners of ships conveying British troops. (P. I. 101.)

332. Waterproof capes and caps, in the proportion of one to every three men, are allowed to all troops and invalids proceeding to England *viâ* the Cape: they are supplied by the superintendent and agent for army clothing (through the commissariat store-keeper general at Bombay), on an indent signed by the officer commanding the troops to be embarked; these will be shipped by the commissariat department. (P. I. 103.)

333. Books and games for use during the voyage will be supplied by the adjutant general's department. The officer commanding troops will be responsible for these and will return them to the war office on arrival in England, for despatch to the general officer commanding at Bombay. (P. I. 103 A.)

334. The owners of transports will be required to fit a prison of suitable dimensions for 2 per cent. of the number of troops when 50 men and upwards are to be embarked. Prison accommodation for eight men is to be the maximum in any ship. (P. I. 108.)

335. An issue-room is also to be provided; a convenient space can usually be found either in the deck-house or in one of the awning cabins. If neither of these can be spared, it must be put wherever there is available space. In horse transports, it should be, if possible, on the upper deck, as it is desirable to keep the main deck clear. (P. I. 109.)

336. A baggage-room is to be provided of sufficient dimensions to contain the regimental baggage, tentage, and medical or other stores to accompany the troops. These articles are to be conveyed free of charge. (P. I. 110.)

337. Valises and sea-kit bags will be stowed on boardship in the racks over the mess tables, as will also the kit or waterproof bags of men embarking *without* valises. When troops embark with their valises, the kit bags of infantry and the waterproof bags of artillery and engineers will be stored in the baggage room near the door, and will be got up two or three times during a long voyage to get out changes of clothing, being then re-stored in the baggage-room. (P. I. 111.)

The men will *not have access to their contents at the time of* embarkation, and they should therefore be filled according to the nature and length of the voyage before being sent from the barracks.

338. A separate place on boardship is provided for helmets. (P. I. 113.)

339. Arm-racks are to be provided in all ships carrying troops (P. I. 114.)

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for the reception of arms. They are to be fitted in that part of the vessel which is likely to afford the greatest freedom from rust, and at the same time to admit of the arms being easily accessible when required for purposes of inspection drill, or for use on an emergency. The racks should, as a rule, be vertical.

When regiments or detachments are ordered to proceed complete on foreign service, arm-racks will be provided in the ratio of one stand for each efficient man. In the case of a detachment not taking its own arms, accommodation is to be provided for ten stands per hundred men.

(P. I. 115.) 340. For regiments of infantry, cavalry and garrison companies of artillery when proceeding to England, arm-racks are to be provided at the rate of one stand per man embarked, and for batteries of royal horse and field artillery at the rate of 24 per battery.

(P. I. 116.) 341. For time-expired men and invalids arm-racks are to be supplied at the rate of 10 per cent., ten being the minimum number of stands to be provided in all cases.

(P. I. 117.) 342. The magazine is usually made in the after-hold, in size according to the quantity of ammunition to be carried. It must be lined throughout with wood, and secured with copper nails, copper padlock, hasp and staple.

When a magazine exists, all ammunition, public or private, must be placed in it for safe custody; the key of the magazine is to be kept by the master of the vessel.

(P. I. 118.) 343. No stores are to be placed in the magazine of any hired ship with powder or combustibles.

(P. I. 119.) 344. On passages coastwise, which are generally performed in vessels having *no magazine*, the pouches are to be taken from the men before they are allowed to go below, and stowed away under proper charge in some secure part of the ship.

(P. I. 120.) 345. Magazines are required to contain as follows:

For infantry, cavalry, and garrison companies of artillery, 20 rounds per man for the whole number embarked.

Preparations for Embarkation.

(P. I. 25.) 346. All embarkations are to take place under the immediate superintendence of the general or other officer commanding at the station, who is responsible that due preparation is made for the comfort of the troops, that discipline is established on board, and that the officer commanding the troops on board is fully aware of the

extent of authority with which he is invested for the due maintenance of discipline on board (see appendix I).

He is to ascertain that every officer has copies of the latest editions of—

The Queen's regulations and orders for the army;

Royal warrant for pay, appointment, promotion, and non-effective pay;

Abbreviated manual of military law, unless in possession of the larger edition;

He is also to ascertain that such of the following regulations as are applicable are on board for the use of the officer commanding the troops.

* Army act, 1881;	Given to all officers commanding troops embarking in India by the general or other officer commanding at the port of embarkation.	
* Regimental debts act;		
Regulations for her majesty's transport service:	On ships hired in Imperial waters.	Placed on board by the admiralty.
Regulations for her majesty's troopships.	On her majesty's troopships.	
Queen's regulations (naval) and admiralty instructions.		
* Army regulations, India, volume I, part I;	Given to all officers commanding troops embarking in India by the general or other officer commanding at the port of embarkation. Copies are also furnished by the general officer commanding Bombay district to the general officer commanding at Portsmouth for issue to officers commanding troops sailing for India.	
* Army regulations, India, volume V;		
Instructions for the guidance of officers arriving with British troops at $\frac{\text{Bombay}}{\text{Karachi}}$;	Copies furnished by the general officer commanding $\frac{\text{Bombay}}{\text{Karachi}}$ district to the general officer commanding at Portsmouth for issue to officers commanding troops sailing for India.	
* Marine regulations, India, volume I;	Given to the officer commanding troops embarked on a royal Indian marine vessel by the commander of the ship.	
* Marine regulations, India, volume II;	Given to the officer commanding troops embarked on a transport or freight ship, hired in Indian waters, by the Marine officer at the port of embarkation.	

* To be handed over to the staff officer at the port of disembarkation.

P. I. 26.) 347. When troops are despatched *viâ* Calcutta, they should, when practicable, embark between the 1st November and 1st March, as at any other season of the year it is scarcely possible for ships to clear the river without sickness breaking out.

(P. I. 28.) 348. Immediately on arrival of troops at the port of embarkation, the officer in command will report himself to the assistant adjutant general and see his men put up in the accommodation allotted to them.

(P. I. 29.) (Para. 166, A. R. I., Vol. III.) (Para. 3, Sect. 37, A. R. I., Vol. XI.) 349. Two months previous to the departure from stations of troops about to leave India, the general or other officer commanding the station will comply with the instructions laid down in the equipment and clothing regulations for the army in India, regarding the disposal of arms, accoutrements, and other stores belonging to the troops about to leave the country. Commanding officers of regiments or batteries under orders for relief from India may transfer such necessaries as may conveniently be spared to any other regiment or battery serving in India which may apply for them, forwarding lists and values of the same to the examiner of clothing accounts.

(P. I. 30.) 350. The heavy baggage is always, when practicable, to be embarked the day before the troops ; every article is to be legibly marked in paint with the designation of the corps and the nature of the contents, if regimental property ; if the personal property of officers, non-commissioned officers or men, or of their families, with the rank, name and corps of the owner.

(P. I. 31.) 351. It should be remembered that whatever it is desirable to land first should be embarked last ; and that the result of the subsequent disembarkation, if it is to be effected in presence of an enemy, or where an action will be fought immediately, will in a great measure depend upon the manner in which the troops have been embarked and provided with the required means of landing quickly.

(P. I. 32.) 352. On men being warned for embarkation, they will be at once told off into sections and placed under the command of the officer proceeding in charge, whose duty it will be to make a thorough inspection of their kits, great-coats, etc., and to satisfy himself that the men have no unadjusted claims

(P. I. 33.) 353. Commanding officers are to warn their men against the practice of disposing of any part of their woollen clothing and necessaries under the impression that they will be of no further use to them ; the men must be instructed that it is on their Indian kits they must chiefly depend for their comfort and cleanliness during the voyage.

354. The day before embarkation the whole of the officers, men, women and children will be carefully examined by a medical officer, and every individual who may show symptoms of contagious or infectious disease is to be detained. (P. I. 34.)

355. Ladies proceeding in troopships or in any vessel conveying troops, will be required to produce a certificate (India Army Form R. 515) that they, and their children and servants if accompanied by them, are free from infectious disease and in all respects medically fit to embark. Married ladies within three months of their confinement are not to be returned as medically fit. A written statement on this point from the lady or her husband may be accepted by the medical officer. The medical certificate is to be handed over to the military officer superintending the embarkation. (P. I. 35.)

These rules will also apply to the families of warrant officers and other details proceeding to the port of embarkation direct.

356. The commandant at Deolali is held responsible that the families of officers accompanying troops are provided with certificates the day previous to their proceeding to Bombay for embarkation. (P. I. 36.)

357. Ladies arriving in Bombay direct, without having been to Deolali, on appplying for their allotment will be furnished with a blank form of the certificate by the assistant adjutant general. The certificate should ordinarily be signed by one of the medical officers on duty with the troops proceeding on board, and be obtained on the day of embarkation, or, if impracticable, on the day previous; but the signature of a presidency surgeon or any military medical officer on the dates named will be accepted. (P. I. 37.)

358. Waiting men, when available, will be told off for each detachment for embarkation, according to its strength, to take the place of any men who may be absent or pronounced unfit to proceed. (P. I. 38.)

359. The evening before embarkation the whole of the men's black bags will be packed and placed on the flats or boats provided for that purpose, and a baggage guard of sufficient strength from the party to embark will be mounted for their protection. (P I. 39.)

360. Charter parties, or agreements of whatever kind, as well as other papers relating to a transport, or to the troops on board, or to the stores and provisions of every description for their use during the voyage, must all be sent by the several departments to the secretary to the government of India in the military department, in view to their being forwarded *together* to the secretary of state for India immediately after the departure of each vessel, in order that a survey on the stores may be held as soon as possible after the disembarkation of the troops. (P. I. 40.)

(P. I. 41.) 361. All freight ships chartered for the conveyance of troops from India to Portsmouth are to disembark them at the troop jetty at the harbour, instead of at Spithead.

(P. I. 122.) 362. To ensure the vessel being ready for the embarkation of troops at the required time, owners or agents of vessels tendering to convey troops to England or elsewhere are compelled to have a fixed date in their tender for the embarkation to take place on, and are liable to a penalty in case of failure or delay, as laid down in the twenty-fifth article of the agreement.

(P. I. 123.) 363. When ships proceed from Calcutta, the marine department is to be informed that 24 hours after the troops are on board the vessel will sail, and that a steam tug must be in readiness to tow her down the river, that department being held responsible that the services of a steamer have been secured in accordance with the stipulation made by the owners in the twenty-seventh article of the agreement.

(P. I. 124.) 364. Prior to the embarkation of troops, as much air as possible should be admitted below, for which purpose the windsails should be kept hoisted and properly trimmed, and airing stoves should be used when necessary.

(P. I. 125.) 365. As soon as every arrangement has been made, and the transport committee has reported that the vessel is in all respects ready, three clear days, as a general rule, subject to the exigencies of the service, are to be allowed previous to the embarkation of invalids, and two clear days previous to the embarkation of other troops, before the expiration of which time the assistant adjutant general must satisfy himself that the troops can proceed on board without being in any way inconvenienced; that the stores are struck down, hammocks arranged, decks washed down and dry awnings spread, etc.

(P. I. 126.) 366. Simultaneous with the issue of the orders for embarkation, the marine department is to be informed of the date and hour the embarkation will take place, in order that it may arrange for the construction of a bridge-of-boats or for flats or steamers being in readiness to take the troops on board.

(P. I. 127.) 367. If possible, an officer of each corps should go on board the transport half an hour before the men. The position of each company or detachment can then be marked in chalk on the mess tables, so that when the men come on board they can be marched down at once to the places where they should sit, holding their packs and rifles until ordered to move; the rifles should then be passed along a line of men and put into the racks by companies, and the valises

and kit bags be stowed in the racks; if the pouches contain ammunition, they must be stored in the magazine, but it is generally better to take out the ammunition and put it into the magazine and to hang the pouches over the mess places.

368. In drawing up the orders for embarkation, the following points should receive attention, and instructions be issued regarding them :— (P. I. 128.)

The name of the assistant adjutant general who is to attend; the hour each corps is to be drawn up; how formed, and when to go on board; the dress to be worn; whether rations, and what sort, are to be issued on shore; the order in which the men embark; entering into special directions, how the men go into the boats and get out of them, if boats are to be used. Special orders should also be issued regarding the embarkation of horses, guns, ammunition, tentage, ordnance and commissariat stores.

369. At the time ordered for the embarkation, the troops should be marched to the beach or place appointed, in strict conformity with the allotments previously decided upon, and agreeable to detailed instructions which will be given by the assistant adjutant general. (P. I. 129.)

370. Before leaving the shore the men should be told off into messes; valises, great-coats, or cloaks should be unslung and carried in the hand, and the men marched on board. If boats are used, an officer or non-commissioned officer should be placed in charge of each, the men being warned to sit perfectly still, and the strictest silence being enforced. (P. I. 130.)

371. Officers proceeding with troops will embark with the men, and are on no account to quit the ship after the embarkation has taken place without the sanction of the commanding officer. (P. I. 131.)

372. In embarking artillery, cavalry or land transport, care must be taken that each unit of the organisation is complete on board the same ship, and that under no circumstances shall a gun or a wagon be on board one ship whilst the horses for it are in another. The guns and wagons should be put on board before the horses. The harness should, if possible, be packed in large vats or cases and kept in a dry place on board. Tags specifying the number of the wagon for each set of harness to be attached to the vats: the wheels will be taken off before embarkation, the linch pins and washers to be carefully put away by the non-commissioned officers of each sub-division. All ironwork should be protected by a coating of anti-corrosive mixture, and the leather work well rubbed with dubbing and secured from the ravages of insects by placing spices, etc., inside the wrapper in which the (P. I. 132.)

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harness is packed. In short voyages, as from Bombay to Kurrachee, it is sufficient to wrap saddle and harness in covers, each having a label.

(P. I. 133.) 373. As soon as the embarkation has been completed, the officer commanding the troops on board will order a muster to be taken, and will then fill in and make over to the officer superintending the embarkation, return I. A. Form R. 509 (as well as Army Form B. 142, when the troops embarked belong to the British service), showing the actual numbers of all classes found to be on board, and also Army Forms B. 141 and B. 126 according as the troops consist of British cavalry, infantry or detachments. When native troops are embarked, India Army Form R. 509 alone is to be furnished. The number of copies required of each return is given in the margin.

I. A. FORM R. 509.

One copy for record in office of Assistant Adjutant General.
One copy for Marine Department.
One copy for Quarter Master General in India.
One copy for Deputy Adjutant General of Command.
One copy for officer commanding troops on board.

A. FORM B 142.

One copy for record in office of Assistant Adjutant General.
Two copies for Under Secretary of State for War, War Office, London.
One copy for Quarter Master General in India.
One copy for Deputy Adjutant General of Command.
One copy for officer commanding troops on board.

A. FORM B. 141 AND B. 126.

One copy for record in office of Assistant Adjutant General.
One copy for Under Secretary of State for War, War Office, London.
One copy for Adjutant General in India.
One copy for Quarter Master General in India.
One copy for Deputy Adjutant General of Command.
One copy for officer commanding troops on board.

NOTE.—Five copies of corresponding disembarkation returns are at the same time to be made over to commanding officers (see I. A. Form R. 509 and A. Form B. 135.)

(P. I. 134.) 374. Embarkations are in every case to be conducted with all practicable speed. The staff officers superintending will make every effort to have the necessary returns and documents completed as quickly as possible after the last of the troops are on board, and will inform the captain of the ship (or if a hired ship, the officer representing the naval department) as soon as his duties in connection with the embarkation are finished, in order that there may be no undue delay in the ship's leaving harbour. The rules for the movements of troops by sea contained in the Queen's regulations, are generally applicable to the movements both of British and Native troops.

(P. I. 135.) 375. The embarkation of details of less strength than 10 rank and file need not be telegraphed either from Madras or Bombay, and

only from Calcutta when the details are to disembark at Madras, where timely notice is necessary in order that arrangements may be made for the reception of the troops. Telegraphic advice should also be sent to Aden and Rangoon when time did not permit of advices being sent by previous mail steamer.

376. In cases in which detachments or individual men or their families are sent home from foreign stations, and it is found impracticable to forward to the Under Secretary of State for War, War Office, London, the detailed return on Army Form No. B. 142, so as to arrive in advance of the party as required by the Queen's regulations and orders for the army, a copy of that return is to be given to the officer or non-commissioned officer in charge of the details, or to the individual, to be handed by him to the staff officer superintending the disembarkation at the port of arrival. (P. I. 136.)

This is not intended to supersede any of the returns on the same form now sent to the quarter master general, which in the cases mentioned should bear a note to the effect that a copy has been sent home in the ship as herein directed.

377. After troops have embarked at Calcutta, the vessel may, at the discretion of the general officer in command, drop down the river to Garden Reach, that is to say, to the limits of the port which extends from Garden House, Botanical Gardens, Garden Reach, to above the railway terminus at Howrah. (P. I. 137.)

This precaution is usually necessary on sanitary grounds, in order that the troops may not be left in the most crowded part of the river longer than necessary; but beyond this limit the vessel must on no account proceed without a steamer.

The only exception to this procedure is when a vessel proceeds down the river altogether, and the troops are specially sent down in, and embarked from, river steamers, so as to avoid the risk of cholera, etc.

378. A departure report, India Army Form R. 506, showing any casualty which may have occurred since the troops embarked (if none has occurred, the fact should be mentioned), and also any discrepancy which may be found between the numbers in the embarkation return and those actually on board, is to be filled in, signed and dated at the Sandheads on the pilot leaving the vessel, and given to him for transmission to the assistant adjutant general of the district. (P. I. 138.)

379. Individual officers ordered to embark in troopships at Bombay should be on board by sunset on the evening of the day previous to that named for sailing. (P. I. 139.)

Disembarkation of troops.

(P. I. 140.) 380. The disembarkation of troops will be carried out in accordance with the Queen's regulations, and the instructions contained in Appendix I of these regulations and with any special rules in force at the port of disembarkation, as may be communicated by order of the general or other officer in command.

(P. I. 141.) 381. General officers or others commanding at seaports in India will, on the arrival of any transport or other hired vessel carrying troops or families of Her Majesty's forces on which it is known that undue sickness has occurred during the voyage, immediately assemble a board composed of the officer commanding the station, the senior medical officer, the embarkation officer, and a selected surgeon of the station, to investigate thoroughly the circumstances connected with such sickness, causing minute enquiry to be made as to the state of health of the troops or families at and previous to their original embarkation, and reporting fully on all circumstances connected with their health, diet, accommodation, comfort and conduct during the voyage, as well as the ventilation of the vessel, and expressing an opinion on the causes which may have produced or tended to produce the sickness in question.

Reports, in duplicate, to be sent for the commander-in-chief's information through the deputy adjutant general of the Command.

(P. I. 142.) 382. Officers commanding at seaports in India are prohibited from inspecting British troops on board troopships previous to disembarkation.

Embarkation of animals.

(P. I. 143.) 383. Before embarkation horses should be low in flesh rather than in too high condition, and for some time previous to slinging they should be kept fasting and without water. The operation of slinging is apt to prove injurious to animals whose stomachs are distended with food and water, added to which they will sooner become reconciled to their change of quarters, and take to their food on board when they have been kept fasting previously.

The slings, breech and breast-bands and canvas head-stalls must be carefully tested before use.

The saddles and accoutrements should then be packed in canvas

bags, passed on board and stowed in the mouth of the hold out of the way.

The horses should be paraded in their watering bridles in the order they are to be stalled, those intended for the stalls on the upper deck having their blankets kept on. Commanding officers cannot be too particular in seeing that the same order is preserved on board as that in which they have been in the habit of standing on shore, for stable companions will both feed better and stand quieter together; a kicker, or a vicious horse, should, however, when practicable, be placed in a corner stall.

Each animal should then be fitted with a canvas head-stall and led away to the shipping stage, where the slings and head-pads should be carefully fastened on; the breech and breast-bands must be made very secure, or in his struggles in the air it is possible for the horse to slip through them.

In attaching the slings great quickness is essential, both in regard to making them secure before the horse has time to plunge, and also in running him off the ground at a rapid rate.

After he has attained the necessary height he must be steadily lowered down the hatchway, and two or three active men should be stationed round the hatch to see that his head, legs and tail are not injured in the descent to the stable deck, where a soft bed of straw or sawdust should be provided for him to alight upon.

Three or four resolute men should be ready to receive him and to take off the slings; for on first feeling his feet, if not firmly and judiciously handled, he will most probably plunge and kick violently. No. 1 should seize the head-collar firmly; No. 2 rapidly unhook the slings from the tackle above, and Nos. 3 and 4 loose the breech and breast-bands.

While the horse is being led off to his appointed stall, the sling and head-pad should be passed rapidly to the shore or lighter, and fitted on to another horse; when all the appliances are complete and men have got used to their work, thirty-five or forty horses can be slung on board in an hour without difficulty.

When transports cannot come alongside a wharf, and it is necessary to embark horses into boats from an open beach, every effort should be made to construct some sort of a stage if the water is shallow for 50 or 100 yards out; these stages should be erected where the boats when laden will float, the horse being walked through the water to the stage, and thence into the boat; the men should stand to their horses' heads whilst in the boats, or if the horses can

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be placed athwartship, heads and tails alternately, the men should sit on the gunwale, holding their horses by their head-collars.

(P. I. 144.) 384. In the absence of the ordinary appliances for embarking horses, or even in aid of them, the following method of embarking by swimming may be safely adopted :—

(*a*) The horses having been halted at a short distance from, and out of sight of, the point of embarkation, should be stripped of all appointments except the snaffle bridle and head-stall, which latter should be close fitting.

(*b*) A horse having been led to the appointed place, two experienced hands prepare him for the water: No. 1, who should be firm and determined, holds his head; No. 2 places the sling on and secures the straps with yarn, so as to prevent the sling opening in the water; he then fastens the breast rope and breeching securely. A rope of convenient length (about 8 yards), with an eye at one end, is then passed round the neck and fastened rather tightly (without pressing) by an overhand knot, so as to prevent its becoming either looser or tighter. The snaffle is then taken off, and another rope attached to the lower ring of the head-stall, under the chin. The use of this rope is to keep the horse's mouth above water, while he is controlled altogether by the neck rope.

(*c*) The animal is then led into the water as far as he will walk quietly towards the boat, in the stern of which should be a cool and experienced hand, who receives the neck rope in his right hand, and immediately reeves it through the stern ring of the boat to secure additional power in the event of the horse plunging; the head-stall rope he receives in his left.

(*d*) When the boat moves, the horse will in most cases follow until he gets off his legs into deep water. Should he not, one or two men throwing water on his back will get him off. When once the animal is swimming, the neck rope should be hauled close up, while the head-stall rope gently supports his chin. Occasionally the horse will plunge and get on his back, and thus distress himself; but there is nothing to fear if the hand in the boat be cool and steady.

(*e*) A small rowing boat with two oars will be sufficient. It should not be pulled too fast, or the horse will make no attempt to swim, and will throw himself on his side.

(*f*) On reaching the ship's side, the hook and tackle should be lowered, the hook passed through the sling's eye, and the horse run quickly up and received on board as in first part of this paragraph. Care should, of course, be taken to arrange the tackle so that the horse, in being hoisted out of the water, is kept clear of the ship's side.

385. If practicable all horses should be newly shod before embarkation. If this is not feasible, the feet should be carefully examined and loose shoes and nails remedied. It is not desirable to remove the shoes from the feet, experience having shown that the latter suffer from becoming bruised and broken without the protection of the shoes. (P. I. 145.)

386. Hand-rubbing the legs is of the greatest consequence to the comfort and well-being of the horse at all times, and most particularly so when his legs are so unduly and unfairly taxed as they must be in a long sea-voyage; it should, therefore, be practised daily whenever the weather permits. (P. I. 146.)

387. In shifting horses from stall to stall, care should be taken that on a sudden roll or pitch of the ship they do not through fear jump over the manger. (P. I. 147.)

388. Sick or weakly horses should be moved to the upper deck for change of air, their places between-decks being taken by horses in health. When necessary, a temporary loose box can be made for a sick horse by removing the side boards of two or three of the spare stalls and spreading coir mats. (P. I. 148.)

389. When time will allow, a purge should be given to each elephant 15 days before embarkation; and as earth acts on elephants as physic, a certain quantity should be shipped and placed so that the elephants can eat it, which they will do when necessary. (P. I. 149.)

390. Elephants only sleep or rest for about 4 or 5 hours in the 24; they ought to be left perfectly quiet after 9 A.M., and not disturbed in any way until 3 P.M. (P. I. 150.)

Disembarkation of animals.

391. The disembarkation of horses by swimming is more easily effected than their embarkation by the same method, as their instinct assists in bringing them ashore. The horse should be lowered in the sling over the side without fastening the breast-rope or breeching- (P. I. 151.)

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When the tackle is unhooked, the sling opens and is at once slipped from under. The neck-rope should be hauled close up and secured, and the horse's head supported. Two horses may be made to swim ashore at a time, one at each side of the boat. It is of great consequence that a number of horses should be kept on the shore to which the others are to swim, as horses in the water will always swim towards others on the nearest shore. This plan of dropping horses out of slings into the water is said to injure their courage and make them for ever afterwards averse to fording rivers or entering water at all: it should only be resorted to in emergencies, and then care should be taken that the horses are cool before being put into the water.

Appointments on boardship.

(P. I. 190.) 392. The following number of officers is required, under ordinary circumstances, for ship's duties on board Indian troopships, *viz.*:—

2 Captains, 2 Subalterns } exclusive of the commanding officer and two officers appointed to act as adjutant and quarter master respectively.

For duties purely connected with the men and their interior economy, the officers belonging to the batteries of artillery and regiments of cavalry and infantry, embarked with such units, should suffice, and for details consisting of time-expired men, etc., there should be a minimum of one company officer to every 75 men. It is, however, to be clearly understood that all officers embarked with units and details are available for ship's duties, and are included in the number shown in the first clause of this paragraph as being required for ship's duties.

(P. I. 191.) 393. Military officers who are not entitled to passage at the public expense, but who are by special permission allowed not-entitled passages in troopships, or transports, are not to be placed on duty after embarkation unless the number of officers fit and available for duty on board falls below—

2 Captains, 8 Subalterns } exclusive of two officers appointed to act as adjutant and quartermaster respectively.

(i) When not-entitled passengers of the requisite rank may be placed on duty for such period as may be actually needed to complete the number of officers available for duty according to the above scale.

(ii) When it becomes absolutely necessary to detail an officer embarked as a not-entitled passenger to do duty, the

military commanding officer will furnish the captain of the troopship, or master of the transport, with a copy of his order placing the officer on duty with troops, and will hand to the staff officer boarding the vessel at the port of disembarkation, for transmission to head-quarters, a report of the circumstances accompanied by a nominal roll of all regimental officers entitled to passage, showing in each case, whether they were available for duty or not.

(iii) In the case of a transport, a copy of the order should be attached to the officer's messing certificate, on Military Accounts Form 168.

(iv) Officers on furlough under Indian rules will not, unless it is absolutely necessary, be detailed for any military duty on board troopships.

394. In freight ships officers are to be employed with detachments or troops embarking for England according to the following scale:— (P. I. 192.)

Detachment of	20	and under	60	. .	1 officer.
„	60	„	90	. .	2 officers.
„	90	„	150	. .	3 „
„	150	„	300	. .	4 „
„	300	„	400	. .	5 „
„	400	„	500	. .	6 „

This scale is exclusive of a medical officer, and does not apply to regiments or portions of regiments, as these will be accompanied by their own officers. (P. I. 193.)

395. Under ordinary circumstances no officer of the rank of captain should be sent with detachments of less than 60 men, and no field officer with detachments of less than 150 men.

396. The following paid acting appointments are authorised to be made for mixed detachments proceeding from India:— (P. I. 194.)

For detachments of not less than 250 non-commissioned officers and men—a commanding officer and adjutant or adjutant and quarter master.

397. The command and extra duty pay authorised for detachments of troops proceeding to or returning from India are laid down in army regulations, India, volume I, part I. (P. I. 195.)

Duties on boardship.

398. The duties on boardship are to be carried out in strict accordance with the orders laid down in the Queen's regulations. (P. I. 152.)

(P. I. 153.) 399. The special attention of officers commanding troops on board troopships is directed to the orders contained in paragraph 1651, Queen's regulations, 1898, in regard to the preparation of disembarkation and other returns.

(P. I. 154.) 400. From the date of embarkation a boardship order book should be kept, as well as copies of all correspondence, with the master of the ship and others.

(P. I. 155.) 401. The officer detailed for daily duty should invariably inspect the whole of the rations; and, if any appear unwholesome or of inferior quality, he should stop the issue and report at once to the commanding officer, under whose orders a committee will be assembled, of which the second in command will be president, and at which the medical officer will attend to inspect the articles complained of. On the commanding officer being satisfied that the provisions are unfit for issue, he will take the necessary steps to ensure compensation being received by the troops on account of short issue of rations.

(P. I. 156.) 402. Kits of soldiers dying should be sold at once; but such things as medals, rings, watches, etc., likely to be prized by friends, as also all cash found in possession, should be sealed up, and in the case of detachments, made over to the staff officer superintending the disembarkation, or, in the case of invalids, to the commandant at Netley. The property of deceased soldiers will be disposed of in accordance with the rules of the regimental debts act.

Wills of deceased soldiers should be similarly dealt with.

(P. I. 157.) 403. Should a man fall overboard, or should any accident occur to the troops, a court of enquiry should be ordered to investigate the circumstances, and the report made over to the officer superintending the disembarkation. The proceedings of all such courts, as well as of boards of survey, etc., should accompany the report on the ship, and, in case of detachments, be handed over to the disembarking officer for transmission to the proper authorities.

(P. I. 159.) 404. The name of any soldier convicted by court-martial, or who shall have incurred forfeiture of pay or of the liquor ration or its substitute, on boardship, for any period exceeding seven days, shall be entered in the regimental defaulter book.

(P. I. 160.) 405. Windsails must be kept constantly trimmed *full to the wind* and the watch should be instructed to see this carried out both by day and night. The lower ends should be carried down to within a foot or 18 inches of the deck.

406. Hanging up clothes and saddlery on the main deck and putting smaller articles into the ports and scuttles should be strictly prohibited. (P. I. 161.)

407. Cleanliness is, perhaps, next to ventilation the most important point to secure in all troopships, but more especially in horse transports, and this can only be done by constant care and supervision. The horse-keepers and attendants should be always on the alert to remove dung, sweep up litter, etc. (P. I. 162.)

(*a*) The stalls themselves should be well washed every morning, but, except with the permission of the officer in medical charge, that part of the between-decks occupied by the troops is not to be washed down in the ordinary way more frequently than may be absolutely necessary to ensure cleanliness and health: sweeping, scraping, and partial washing must suffice. This will keep the deck perfectly clean, and render it more healthy, rapid evaporation in warm climates being unwholesome.

(*b*) Disinfectants should be freely used on supply by the commissariat department or owners of ships. Chloride of zinc and Macdougall's disinfecting powder are the most efficacious. The quantity to be shipped must, of course, depend on the length of the voyage and on the size of the ship; but for an ordinary sized horse transport 6 or 7lb of the former and 3 or 4lb of the latter per diem will be found ample for all purposes. But for mules and bullocks two-thirds of these quantities will be sufficient. This is, however, additional to the quantity which has to be supplied by the owners of the vessel, at the rate of 20lb for every 100 tons admeasurement.

(*c*) For elephants disinfecting fluid should be liberally supplied to admit of the temporary flooring being thoroughly purified every day; the urine soaks through the sand and shingle, and a strong deodoriser is necessary to counteract its effluvium.

(*d*) Chloride of lime should on no account be used; for, besides the chemical decomposition and offensive exhalations that take place when it comes in contact with urine, it has proved to be injurious to horses by causing lung diseases, etc.

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(*e*) Lime or whitewash, however, is necessary when the sides and roof of the main deck are not painted, as it assists in decomposing organic matter which would otherwise attach itself to the woodwork. The actual stalls should not be whitewashed, as the lime is apt to injure the skin of animals, but the sides and roof of the deck should be washed with lime every ten or twelve days. Whitewash and brushes are supplied by the marine department.

(*f*) Chloride of zinc supplied by owners of ships should be used for the bilge, 2lb of it being mixed with 5 gallons of water: fresh water should in the first place be thrown into the bilge and the whole pumped out; then a portion of the solution of chloride of zinc should be poured in and left in the bilge until the next pumping out takes place.

(*g*) Macdougall's powder can either be used dry or dissolved in water; if dry, a good-sized dredger is all that is necessary, and this is perhaps the most convenient method, one dozen dredgers being provided in each ship; if used with water, a solution of 3 ounces to 1 gallon of water will be found sufficiently strong for the between-decks, urinals, etc., sprinkled lightly through the rose of a common watering pot. A stronger solution is perhaps necessary for the latrines, and this can be obtained by dissolving 5 or 8 ounces in 1 gallon of water.

(*h*) If at any time the between-decks become very offensive, the atmosphere can be purified by saturating two or three pieces of old blanket or any woollen substances in a strong solution of Macdougall's powder and hanging them up with the lower edge 3 or 4 feet from the flooring. When the atmosphere is fully impregnated with the powder there will be no flies.

(P. I. 163.) 408. In order to prevent irregularities and losses of public stores from the negligence of troops, officers commanding troops on boardship are warned that all bedding, mess utensils, etc., issued for the use of troops are to be received on the same principle as such articles would be if furnished to troops in barracks, *viz.*:—

(*a*) That the articles required are to be drawn from the stores of the ship by the quarter master or other person acting

on his behalf, and by him returned at the termination of the voyage to the officer of the ship from whom they were received.

(*b*) That any loss or damage which cannot be satisfactorily accounted for be charged against the troops on disembarkation, and if so chargeable against regiments (embarked collectively or by wings), the paymaster of the ship is to obtain from the officer in command of the troops payment for the same at the rate specified in the scale annexed.

(*c*) The officer commanding the troops on board will take measures to settle before disembarkation all charges incurred on account of losses of mess utensils, troop bedding, and other damages which have been duly assessed.

(*d*) When the troops on board consist of detachments, the military officer in command must make each detachment responsible for the articles issued to it; and if, when loss has occurred, he is unable to fix it upon any individual soldier, he will charge it to the detachment concerned, paying the amount at once, if possible, out of any balance in his hands due to such detachment; otherwise he will furnish an account of the charges to the ship's paymaster, and transmit a duplicate thereof to the officer commanding the regiment, who will cause the amount to be stopped from the soldiers and credited to the public in the first regimental account rendered after the detachment joins its corps.

All general levies on account of losses or damages should be avoided as far as possible. Charges should be brought home to individuals, or, if not, to drafts and messes who may have lost or damaged articles.

Losses and damages traced to the women and children's quarters should be charged against the married men only.

In the case of losses caused by prisoners (from whom no recovery is practicable) the charges arising therefrom should not be levied against the whole of the troops, but particulars are to be communicated to the district paymaster or his representative in attendance at the disembarkation.

408—*contd.*

(*e*) In the event of loss or damage arising from stress of weather, fire or other accident, the statement of the circumstances under which it occurred must be supported by an extract from the ship's log or other satisfactory certificate before the troops can be relieved of the charge.

(*f*) A board composed of three officers—if so many are on board—should assemble before disembarkation in order to record the loss or damage of any articles which are chargeable to the public instead of to the troops under the circumstances above stated. A duplicate copy of the proceedings of the board is to be given to the paymaster or other officer of the ship as his voucher for the loss of the articles in question.

(*g*) The amount to be recovered in the case of losses of government property on the voyage to England should be adjusted at the rates shewn in the priced invoices forwarded to the India office; and, in the case of losses on vessels conveying troops on field service, or from port to port in India, should be recovered at cost price, to be furnished by the supplying department allowing for usual fair wear and tear.

The officer commanding the troops will furnish a certificate to the disembarking officer that he is satisfied with the damages charged.

(P. I. 164.) 409. Officers in command of invalids or time-expired men, etc. from India will, before disembarkation, collect havresacks, accoutrements, or any articles of equipment belonging to the State.

Sea-kit bags and articles issued for the use of women and children are not returnable.

(*a*) Havresacks are only taken when troops proceed to England *viâ* Suez; if the Cape route be adopted, these articles are collected before embarkation and returned to the department of supply.

(*b*) They will render a statement accounting for every such article brought from India and explaining the deficiencies; if any have been lost through neglect, the men are to be charged for them at half the original value.

(*c*) This return the officer in command of the detachment is to hand over to the commandant at Netley, or other authority on the spot at the port of disembarkation, to whom he will be held responsible to account for the numbers of articles brought from India.

(*d*) The copy of return of stores placed in possession of the officer commanding the detachment on board will furnish him with information as to the numbers and original value of the stores in possession of the men of the party.

410. Complaints having been made of the frequent loss of medical comforts and government stores placed on board vessels conveying troops to or from India, officers commanding on board such ships are directed to pay particular attention to the issue and safe custody of those articles. (P. I. 165.)

(*a*) Medical comforts are placed on board in charge of the master for use during the voyage. They are issued upon the requisition of the medical officer and the officer commanding the troops. Any that remain in the possession of the troops at the conclusion of the voyage will be returned to the master of the vessel and a receipt taken for them.

(*b*) Hammocks, blankets, etc., issued to the troops for the voyage will be returned in like manner to the master of the vessel and a receipt taken.

(*c*) All deficiencies not accounted for to the satisfaction of a board of officers will be charged to the troops.

(*d*) The officer commanding on board will be held responsible for the payment of such charges

411. On the arrival of transports with troops at port of disembarkation, officers commanding at those ports will nominate boards of officers, the president to be a field officer, two officers as members, one of whom must be a captain and a medical officer to be in attendance to enquire into all deficiencies of government stores placed on board for use of troops, and all deficiencies not accounted for to the satisfaction of such boards will be charged at once to the troops by the commissariat department, and the officer commanding on board will be held responsible for the payment of such charge. This board should also assess the damages to be charged to the men for articles lost or injured during the voyage. (P. I. 166.)

412. At the end of the voyage of a hired transport or freight ship, a report on the vessel, on I. A. Form R. 521, is to be prepared in quintuplicate and signed by the military commanding officer, who is to deliver one copy to the master before leaving the ship, and to hand over the other four copies to the disembarking officer for transmission to the proper authorities. P. I. 167.

Should there be a transport officer on board the ship, the reports are to be first handed to him for his remarks and countersignature.

SECTION IV.

TRANSPORT BY RIVER.

General Rules.

(P. II, 386-A.) **413.** The following officers are authorised to grant passage orders (see para. 8) (I. A. Form R. 511) by river steamer or boat, and are enjoined to stamp them, after signature, with their office seal before issue as a precaution against fraud—

(i) All officers of the quarter master general's department, and the military secretary to his excellency the commander-in-chief in India.

(ii) All staff officers signing by order of general officers commanding districts, and of officers commanding stations.

(iii) Executive commissioned officers* of the ordnance and commissariat departments, for their subordinates, not being commissioned officers, when proceeding departmentally at the public expense.

(M. D. No. 1918-C., dated 4th October 1886.) [P. II, 201, (VI.)] (iv) The principal medical officer, Assam district, for himself, when proceeding on tours of inspection.

(v) Principal medical officers of districts, for their subordinates, not being commissioned officers and hospital attendants of the army hospital, native corps, when proceeding departmentally on duty at the public expense.

[P. II, 201, (IV.)] (vi) The principal medical officer, Her Majesty's forces in India, for himself, secretaries and office establishment, when proceeding with army head-quarters to and from Simla, or on tours of inspection.

(M. D. No. 1292-S.D., dated 20th October 1884.) (vii The Director-General of Ordnance for himself and those directly under him, whenever necessary.

(viii) Principal medical officers of commands for themselves, personal assistants and office establishments.

(ix) The director of Military Education in India, for one chupprassi and office records.

(x) The Inspector-General of Artillery in India, for himself, brigade-major and office establishment and records.

(P. II, 201, foot-note.) * At outposts or stations where there is no executive officer or honorary commissioned officer, the passage order may be signed by the warrant or non-commissioned officer in charge.

(xi) All officers of the remount department, for the conveyance of horses and stores.

(xii) District and assistant district recruiting officers for recruits and recruiting parties. [P. II, 201, (XIV.),

(xiii) District recruiting officers for themselves in lieu of drawing mileage allowance. [P. II, 201, (XV.)]

(xiv) Assistant district recruiting officers for themselves. [P. II, 201, (XVI.)]

(xv) Officers commanding British corps or detachments, for parties of soldiers of the strength of 10 men and under, when travelling on duty.

(xvi) Officers commanding corps or detachments, for Native soldiers and regimental followers and for hospital assistants attached to corps.

414. The officer superintending the embarkation is answerable that due space is provided for a detachment according to its strength, and will point out to the officer commanding the party the limits within which it is included. (P. II, 391.)

415. For forms of embarkation return on river vessels, see I. A. Form R. 508. (P. II, 451,

416. Officers passing any principal stations or forts by the river route are to report their arrival to the station or garrison staff officer, in order that they may receive any orders which may be awaiting them. (P. II, 425.)

SEC. IV. Transport of Troops on Indian Rivers—Accommodation.

Accommodation.

417. All ranks provided with passage by river (see para 2) at the public expense are entitled to accommodation as follows:—

	1st Class.	Accommodation	
		In private steamer as ordinary passengers.	In "troop boat."*
	1	2	3
(P. II, 397.)	I. All European commissioned officers and others of relative rank with them; Native aides-de-camp to the viceroy, governors, commander-in-chief or lieutenant generals commanding forces; the chief clerks of the offices of the adjutant general and quarter master general in India, when not holding commissioned rank.	The same as public 1st class passengers.	In all cases where practicable a cabin is to be assigned to each officer.
(P. II, 399.)	II. Families of above	Ditto . .	No accommodation beyond that assigned to the officer himself is allowed for his family.

* A "*troop boat*" is a steamer, flat, or other vessel hired wholly or partially for the conveyance of troops on Indian rivers otherwise than as ordinary passengers.

and Class.*	Accommodation	
	In private steamer as ordinary passengers.	In "troop boat."
1	2	3
III. Departmental warrant and non-commissioned officers, military clerks, regimental warrant officers, and class I non-commissioned officers; civilian subordinates of the first and second classes, according to paragraph 1096, civil service regulations.	The same as public 2nd class passengers. * "*Special*"—"*Upper Deck*"—"*1st class Deck*"—*or whatever other term is used to designate the accommodation accepted by his excellency the commander-in-chief as suitable for these ranks on vessels which have no 2nd class.*	Second class, or screened berths containing not less than 7'×4', for each man, woman, or child above 10 years of age, or two children below 10 years of age. (P. II, 612.)
Families of above.	On the Dhubri-Dibrugarh line (between Goalundo-Dhubri-Dibrugarh) and the Cachar line (between Goalundo-Narainganj-Silchar) all ranks are entitled to "second class, or screened berth," and passage orders should be so worded.	
IV. Native commissioned officers and hospital assistants.	Screened berths 7 feet by 4 feet, or, when these are not available, the same as 2nd class public passengers. Due arrangements shall also be made, whenever practicable, for providing the conveniences necessary to enable those who can cook on board to do so.	Screened berths 7 feet by 4 feet, with the necessary conveniences for cooking. (P. II, 398.)

Sec. IV. Transport of Troops on Indian Rivers—Accommodation.

417—*contd.*

	Deck.*	Accommodation	
		In private steamer as ordinary passengers.	In "troop boat."
	1	2	3
	A. ALL OTHERS—		
(P. II, 387.)	Europeans . .	Same as public deck passengers. * *"Special"—"Upper Deck"—"1st class Deck"—or whatever other term may be used to designate the accommodation accepted by his excellency the commander-in-chief for European soldiers and their families on vessels whose "Deck" accommodation is not considered suitable for them.* On the Dhubri-Dibrugarh line (between Goalundo-Dhubri-Dibrugarh) and the Cachar line (between Goalundo-Naraingani-Silchar) all ranks are entitled to "second class, or screened berth," and passage orders should be so worded.	The space to be provided on the deck of a river steamer or troop boat proceeding on a voyage of more than three days' duration is not to be less than 6 feet by 2 feet for each European soldier, woman, and child above 10 years of age, or two children under 10 years of age. During the rains and hot season the full space of 6 feet by 2 feet is always to be allowed.
(P. II, 387.)	Native . . .	Same as public deck passengers.	6 feet by 1½ feet for each adult.

	Accommodation
	In "Troop Boats."
1	2
VI. Hospital	Separate hospital accommodation is invariably to be provided for every detachment of 50 men and upwards; but as no man seriously ill is to be permitted to embark with a detachment of troops, it need not be extensive, the stern cabin or guard-room of a government steamer (both, or extra accommodation, are required when the troop boat is double-decked), or the cabin built on the boats belonging to private companies, being considered sufficient. Where these are not obtainable, space equal to 5 per cent. of the whole strength, at 7 feet by 2½ feet each, is to be marked off on deck for hospital purposes, and is to be additional to the 6 feet by 2 feet provided for the men. When an European detachment is embarked, a small dispensary should, if possible, be provided. (P. II, 400.)

Conveyance of Baggage and Stores in "Troop Boats."

(P. II, 436-439.) 418. Officers' baggage is not to be shipped at the same time or otherwise mixed up with that of the men or the public stores.

(P. II. 394.) 419. No baggage of any kind is to be kept on deck during the day, with the exception of the box allowed to each family. Such portion of the men's kits as is required for use on the voyage may be kept in the bedding, and the men will retain their havresacks. The bedding is to be sent below at an early hour every morning and is to be occasionally aired.

(P. II, 406.) 420. In a two-decked vessel no baggage is to be allowed to be placed over the hatches of the upper deck so as to obstruct the free circulation of air below.

(P. II, 395.) 421. All baggage is invariably to be shipped before the men embark, nor should more than a small guard to see that it is not injured in shipment be allowed to accompany it on board.

(P. II, 392.) 422. The commanding officer of a regiment or detachment will specially indent for freight for every description of public stores that are to accompany it, and forward a list of the packages in which they are contained, giving the dimensions of each, with a general description of its contents, such as "quartermaster's stores," "regimental school," etc. Such stores are never to be shipped with the baggage of the men or be in any way mixed up therewith.

(P. II, 393.) 423. No regimental, medical, or commissariat stores intended for use during the voyage are to be shipped in the compartment of the hold in which the men's baggage is to be placed, so that the bedding when once sent down below may not be disturbed.

Messing.

P. II, 427.) 424. The messing deductions prescribed in scales III and IV, paragraph 270, are levied from all ranks travelling at government expense on Indian rivers.

† (P. 551 & 553. A. R. I., Vol. IV, Pt. I.) *Chief mechanical engineers and civil chief master armourers pay messing deductions as officers.*

Second class European civilian mechanics, clerks, agents, storekeepers of departments are messed free on board river steamers.

(P. II, 428.) 425. The messing contributions of officers and their families receiving passage by government vessels are paid by the officers concerned before disembarkation.

(P. II, 429.) 426. The messing contributions of officers and their families granted passages by private steamers will be deducted from the first pay bill

submitted after termination of the voyage. To ensure this, the officer granting the free passage shall be required, when notifying the same to the applicant, to warn him in writing that certificates * of the dates of his embarkation and disembarkation, signed by the master of the vessel, and countersigned by an officer of the Marine Department, or a military staff officer, whenever practicable, must be appended to the bill in which his pay is next drawn.

This rule does not apply to officers and others travelling by steamers of the I. G. S. N. and R. S. N. Companies and the Assam Mail Service whose messing is paid before disembarkation. (P. II, 4 9.

427. A commissariat agent will accompany each detachment provisioned by that department, and serve out the daily rations every morning at sunrise agreeably to a scale in his possession, a copy

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* CERTIFICATES, ETC.

No._____ OF 189 .

EMBARKATION CERTIFICATE ON ACCOUNT OF TABLE MONEY.

Certified that the officer specified below * has been granted _____

free passage, and embarked this day on board _____

_____

_____ for _____

_____

* *Commander.*

_____

Staff officer,

*Station*_____ *189* . *or officer, royal Indian marine.*

No._____ OF 189 .

DISEMBARKATION CERTIFICATE.

Certified that the above-named officer disembarked from the above specified vessel on the_____ 189 .

_____

Commander.

_____

Staff officer,

*Place*_____ . *or officer, royal Indian marine.*

_____ *189* .

427—*contd.*

of which, as well as of his instructions for general guidance, will be furnished to the commanding officer by the commissariat department. A copy of the scale of rations will also be posted up in a conspicuous place near the spot where rations are issued.

(P. II, 415.) 428. When European non-commissioned officers or soldiers not exceeding seven men travel by river steamers, the men shall be subsisted for the period of their stay on board by the commander or engineer of the steamer at a charge of ₹3 per man per day.

(i) This sum shall include all charges for messing, rum and malt liquor being alone excepted. Of these a proper supply, with reference to the number of men and of the probable period of their stay on the steamer, shall be put on board by the commissariat department, and the same shall be retailed to the men by the commander or engineer, who shall be responsible to the commissariat department for the proceeds of sale, and for any surplus of the articles.

(ii) The whole charge of ₹3 per man per day shall be payable by government, but the amount shall be paid to the commander of the steamer by the parties concerned before disembarkation, and recovered by them on contingent bills (supported by certificates from the commander, showing the period for which the parties were subsisted on board) pre-audited by the examiner of commissariat accounts.*

(iii) For parties of more than seven men travelling by river steamers, the commissariat department shall ship provisions.

(P. II, 410.) 429. None of the men are to be allowed to interfere with the Commissariat agent, nor to meddle with the stores in his custody.

(P. II, 420.) 430. A non-commissioned officer is to be told off to be present whenever the commissariat agent may have occasion to open that compartment of the hold where rum and other commissariat stores are kept. It will be his special duty to see that the place is kept perfectly clean and free from all accumulations of waste stores, stale vegetables, etc.

*In the case of the Irrawaddy flotilla company, the despatching officer will insert on the passage order the words "with diet," the company recovering the cost of messing with the cost of passage.

431. Rum is only to be issued under the direct authority of commanding officers on daily indents (which are made over to the commissariat agent), and will be paid for by the men at the rate of one anna per dram, and by the commanding officer at destination on bills made out from the daily indents, at R2 per gallon, the cost of the rum establishment being paid from the profits on the issue. It is to be issued from the casks at proof strength, but reduced to 25 per cent. below proof, being three parts *proof* spirit to one part water, under the orders of commanding officers, before being given to the men. (P. II, 411.)

432. Commanding officers authorising or directing any deviation from the instructions issued to the commissariat agent are required, should expense be thereby incurred, to furnish him with authority in writing as a voucher. (P. II, 412.)

433. The commanding officer is to furnish, on the evening of every day when fresh provisions are issued, a certificate stating their quality. (P. II, 413.)

434. The commanding and medical officers of a detachment are, in all practicable cases, to attend the committee of survey held upon provisions and stores before shipment, so that objection to any of inferior quality may be made before the detachment embarks. Should such committee, however, not have been assembled, the commanding officer must take measures to satisfy himself that the provisions and stores shipped for the use of his detachment are good, and the commissariat department will replace any he, or a committee to be assembled by him if time and circumstances permit, may deem to be inferior, as the officers of that department are responsible that no objectionable articles are supplied. (P. II, 414.)

435. On no account is the carrying or slaughter of cattle for rations to be permitted on board any troop boat or steamer carrying troops. This rule is not, however, to be understood to include the sheep taken by the commander of the vessel to supply his passengers' table, nor for necessary supply of the sick between the coaling stations. (P. II, 419.)

436. Rations (including groceries) are supplied gratis, and without prejudice to subsistence allowance, to the families of soldiers on board river steamers. When rations are short issued the amount of compensation due to the troops will be paid by the master or owner of the vessel on arrival at their destination and before they disembark. (P. II, 432.)

(P. II, 433.) 437. Government peons provided with free passages on a government vessel shall be messed by the syrang of the vessel at a rate of charge (ordinarily of 4 annas a day per head) to be fixed by the government of India in the marine department; the charge shall be paid by government to the syrang, and no portion of it shall be recovered from the peons.

(P. II, 434.) 438. Native clerks, agents, store-keepers and peons of departments or offices are messed free on board river steamers; but when not provided with messing, or when owing to caste or other religious scruples, they make their own arrangements for food, they are entitled to table money as prescribed by Article 1116, Civil Service Regulations.

(P. II, 435.) 439. * * * * .

Duties on Troop Boats.

(P. II, 401.) 440. The medical officer is to satisfy himself that all medicines, medical comforts, disinfectants, etc., required by the regulations are actually on board the vessels.

(P. II, 405.) 441. The deck or decks to be swept and cleaned every morning at gun-fire; the lower deck in troop boats being scrubbed twice a week, during which operation the troops to be removed to the upper deck. The officer commanding the party to be responsible that every facility is afforded for the performance of this most necessary duty.

(P. II, 407.) 442. The privies are to be frequently cleansed during the day by having water poured down them.

(P. II, 408.) 443. The decks and privies are to be sprinkled with chloride of lime as often as may be considered necessary by the officer or subordinate in medical charge of the detachment; and the commanding officer must recollect that upon the frequent and close attention paid to the scrupulous cleanliness of that part of the vessel occupied by the men will depend their health and comfort.

(P. II, 423.) 444. Horses, dogs, or wild animals are on no account to be shipped on a vessel the deck of which is taken up for troops.

(P. II, 422.) 445. On embarkation the commanding officer will take the muster of the detachment, and forward an embarkation return (I. A. Form R. 508) to the assistant adjutant general of the district. This return must include every person attached to the party in

whatever capacity, the commanding officer being held responsible that no one is allowed to proceed as a "follower of the troops" who is not authorisedly so, and he should require officers under his command to state that all servants who may accompany them are *bond fide* their own personal attendants.

446. The officer commanding the troops is in no way to interfere with the progress of the vessels; should detention at any place be absolutely necessary, he must make his requisition on the commander of the steamer in writing, at the same time making a full report of the circumstances necessitating the same to the assistant adjutant general of the district for the information of the lieutenant-general commanding. (P. II, 434.)

447. Officers commanding detachments proceeding on board of one or more flats towed by a river steamer, are strictly prohibited from moving the men from one vessel to another for parade or other purposes. (P. II, 402.)

The men are to be paraded and inspected on board the boats on which they have their quarters.

448. In consequence of the frequent occurrence of fatal accidents on board river steamers and flats conveying soldiers, sentries shall invariably be posted on their decks to prevent the men from sitting on the rails or even approaching the sides, especially at night. (P. II, 403.)

449. One-third of the men in health composing a detachment are invariably to be told off each day as a watch, and will remain on deck during their tour of duty. (P. II, 404.)

450. Soldiers are not to be permitted to land at any place, unless under strict supervision, and in no case whatever are they to visit the native bazars. If it is necessary to land soldiers for exercise, there is no fear of any excesses being committed if commanding officers place a cordon of sentries under the supervision of officers or non-commissioned officers, and cause the men to be kept within prescribed limits. (P. II, 426.)

Storage of Arms.

451. When a detachment has arms, the rifles and accoutrements will be slung overhead at such height as will allow perfect freedom of movement about the deck; but the greatest care must be taken that the supports and lashings be perfectly strong and secure. (P. II, 389.)

Sec. IV.

Transport of Troops on Indian Rivers—Storage of arms.

(P. II, 390.)

452. In Bombay when a detachment has arms and accoutrements, should the voyage exceed three days, the arms are invariably to be packed in boxes and stowed away in the hold, the proper proportion only being kept out for guard purposes. The accoutrements are ordinarily to be tied up in the centre of the vessel to the ridge pole of the awning.

SECTION V.

TRANSPORT BY RAILWAY.

Accommodation.

453. Under clauses 8 and 19-20 of the contracts between the secretary of state and the guaranteed railways, the companies are bound to convey, at such times and at such rates of speed, and between such places, and with such conveniences and accommodation as government may require, troops and all other persons on duty to whom the army act or Indian articles of war are applicable, and all artisans on the business of government, on the following conditions:— I.

(*a*) Officers and persons of similar station in life in 1st class carriages at 2nd class fares.

(*b*) Troops and European artisans in 2nd class carriages at the lowest fares.

(*c*) All other persons to whom the army act or Indian articles of war may apply, at the lowest fares.

(*d*) Two tons of baggage for every 100 men, which may be taken as equivalent to 20 seers for each man, free of charge.

(*e*) All general stores belonging to government, and all guns, ammunition, horses and other animals used for military purposes, and all military stores, carriages, wagons, tentage and equipments whatsoever, at the lowest rate for the time being chargeable for the carriage of such animals, goods and merchandise.

(*f*) The government troop traffic has priority over all other traffic.

454. The families of officers and all those persons accompanying troops who do not come under the army act or Indian articles of war (except artisans and others specially provided for under the railway contracts) will be paid for at full ordinary tariff rates. (P., II, 158.)

Sec. V. Transport by Railway—Accommodation.

455. The following is the scale of accommodation allowed for all ranks *by railway* :—

Class. SPECIAL.	Accommodation.
I. His Excellency the commander-in-chief in India, and staff. (P. II, 229.)	(*a*) A suite of specially constructed state carriages has been placed at the commander-in-chief's disposal, consisting of the following :— *State saloon No. 50.*—For His Excellency's personal use. *State saloon No. 49.*—For officers of the personal staff; the number to be accommodated is not to exceed the number of sleeping berths in the carriage. *State Carriage No. 52.*—Kitchen. The above applies to broad gauge railways, on which alone the state saloons can run. (*b*) When travelling by ordinary or mail trains on broad gauge lines, state saloons Nos. 49 and 50 only will be attached to the train for the accommodation of His Excellency and personal staff. (P. II, 229A.) (*c*) Officers of the general staff, establishments, and servants, will then travel on warrants, the Adjutant General / Quarter Master General being each allowed a reserved compartment * and the remainder finding accommodation with the general public, or obtaining reserved accommodation under the rules applicable to the general public. Horses will also travel on warrants, horse boxes being attached to trains as may be found practicable by the railway authorities. In calculating the accommodation required for staff officers travelling in ordinary 1st class carriages, not more than three officers should be allotted to a four-berthed compartment, and, if necessary, this accommodation may be obtained by warrant. (*d*) On other than broad gauge lines, His Excellency the commander-in-chief, when travelling by mail or ordinary train, is entitled to a saloon carriage for himself; his staff, establishments, servants, and horses travelling on warrants, as in clause (*c*). The Adjutant General / Quarter Master General will each be allowed a reserved compartment,* the accommodation for the remaining staff officers being calculated at the rate of two officers to a three-berthed compartment.

(M. D. No. 240-C., dated 21st February 1899.)

* The Adjutant General / Quarter Master General in India are only allowed a reserved compartment when travelling on inspection duty with His Excellency, or on tour of inspection on his behalf. When travelling on other than inspection duty they get accommodation in accordance with clause IV.

Class. SPECIAL.	Accommodation.	
I. His Excellency the commander-in-chief in India, and staff—*contd.*	(*e*) His Excellency the commander-in-chief is entitled to travel by special train whenever he deems it necessary that he should do so.	(P. II, 230.)
	The number of vehicles composing a special train (including two brake-vans) is limited by the load for one engine, as fixed by the railway administration concerned for ordinary trains running at the same speed as the special train. In calculating the loads, each $\frac{\text{bogie}}{\text{six-wheeled}}$ carriage will count as $\frac{\text{two}}{\text{one and-a-half}}$ vehicles.	
	When His Excellency travels by special train, he is entitled, for himself, staff, establishments, etc., to the accommodation specified in clauses (*a*) to (*c*) (broad gauge), and (*d*) (narrow gauge): but may demand increased accommodation if the charges of the railway administration for the special train are not thereby enhanced.	(P. II, 230A.)
	(*f*) When using the mail or ordinary trains, separate arrival and departure platforms should, if practicable, be set aside for the commander-in-chief's use, or barriers should be placed on the platforms used by the public, in order to facilitate His Excellency's movements in getting in and out of the train. If necessary temporary platforms should be erected.	(P. II, 231.)

Sec. V.

Transport by Railway—Accommodation.

455—*contd.*

Class. SPECIAL.	Accommodation.
II.—Lieutenant Generals Commanding the Forces, Punjab / Bengal / Madras / Bombay, and Staff, etc.	*Lieutenant-Generals*— One double saloon first class carriage each. *General and personal staff*— *For four officers or less*—one first class compartment. *For more than four officers*—one first class carriage. *Office establishments and servants*— Travel on warrants, finding accommodation with the general public. *Horses*— Travel on warrants, horse boxes being attached to the trains as found practicable by the railway authorities concerned.
(P. II, 232.) III.—Inspector General of Artillery / Cavalry in India and his Brigade Major on tours of inspection.	One reserved compartment of a first class carriage.

1st class.	Accommodation.	
IV. All other European commissioned officers and others of corresponding rank with them, Native aides-de-camp to the viceroy, governors, commander-in-chief, and lieutenant generals commanding forces, chief clerks of the offices of the adjutant-general and quarter master general in India when not holding commissioned rank. Civil chief master armourers and chief mechanical engineers.	(*a*) One to each berth of a 1st class carriage when accompanying troops. When not travelling with troops officers are only entitled to the accommodation provided by the railway companies for public passengers.	(P. II, 232.)
	(*b*) A separate compartment is allowed for military insanes, whether violent or harmless, and their escorts.	(P. II, 233—I.)
V. Wives and children of the above.	(*a*) Wives receive the same accommodation as public passengers.	(P. II. 232.)
	Children above 12 years of age to be reckoned as adults.	(P. II, 233—II.)
	Two children under 12 years and above 3 years of age count as one adult.	
	No account is taken of children under 3 years of age.	
	(*b*) The despatch of officers' wives and children by troop train is prohibited.	
	(*c*) As full tariff rates are paid for ladies and children, compartments should be "reserved" for them (due notice being given to the railway, *vide* paragraph 503), *provided* that the number of fares to be paid for them is *not less* than the number of fares for which such compartments may be "reserved" by the public.	
Lady Nurses.	(*d*) Lady Nurses receive the same accommodation as public passengers.	(P. II, 524.)

455—*contd.*

	2nd class.	Accommodation
(P. II, 507.)	VI. Warrant officers, civilian bandmasters.	(*a*) All these will invariably be accommodated in 2nd class carriages with retiring accommodation and, as far as possible, lavatory accommodation, but due notice must be given to the railway, *vide* paragraphs 502 and 503.
	Non-commissioned officers, classes I and II, Native commissioned officers.	
(P. II, footnote, page 61.)	Wives and children of above and of all other British soldiers; schoolmistresses and their children.	(*b*) *Men.*—In troop carriages these men will receive the same accommodation as prescribed for other soldiers in paragraph 456, but are to be placed in a separate compartment, with their wives and children; for this purpose an extra 2nd class compartment may be allotted if necessary, and there are occupants for at least four seats.
[P. II, 233, III (*e*).] [P. II, 233 III (*i*).] [P. II, note 2, page 61.]		(*c*) *Women and Children.*—With the above exception, soldiers are not to be placed in the same compartment with women and children when travelling by *troop extra train*, and despatching officers should provide sufficient accommodation, to prevent this being necessary; but should arrange, as far as practicable, when making out their train requisitions, not to have too many vacant places in the men's carriages.
		(*d*) As full tariff rates are paid for women and children, compartments or carriages should be "reserved" for them (due notice being given to the railway when required by ordinary trains, *vide* paragraph 503) *provided* that the number of fares to be paid for them are *not less* than the number of fares for which such compartments or carriages may be reserved by the public.
[P. I, 233 III. (A) and footnote.]		Children above 12 years of age count as adults, and full fares are paid for them; under 12 years of age two count as one adult for space, half fares being charged for those of 3 and under 12 years of age, those under 3 years of age being carried free.
(P. II, 234.)	VII. Sick and Invalids .	(*a*) Two compartments, or half a second class carriage, are always to be allotted on a troop extra train as an hospital for casualties during the journey; the officer proceeding in medical charge indenting for any further invalid accommodation that he may find absolutely necessary to complete hospital requirements.
(P. II, 237.)		(*b*) The medical subordinate is to be accommodated in the half carriage, and allowed one full seat for himself and his medical stores. The remaining accommodation is to be reserved for cases of sickness, etc., which may occur during the journey.

2nd class.	Accommodation.	
VII.—Sick and Invalids—*contd.*	(*c*) Lying down accommodation should usually be allotted in 2nd class carriages, one man being allowed a full bench, as the medical officer shall consider necessary.	(P. II, 238.)
	(*d*) Invalids who are capable of travelling in ordinary 2nd class carriages will, when necessary, be provided with sufficient extra space to admit of their lying down.	(P. II, 238.)
	(*e*) When this extra space is required in troop extra trains, notice should be given in an accompaniment to form A, I. A. Form R. 526, signed by the commanding officer. The certificate at foot of railway warrant form C. (I.A.F.R. 520) showing the lying down accommodation necessary and provided, will be filled in and signed by the officer in medical charge of the troops.	(P. II, 238.)
	(*f*) When lying down accommodation is considered necessary in ordinary trains, a certificate will be attached to the warrant, as in the case of troops moving by troop extra train. When there is no commissioned medical officer in charge of the troops, a certificate will be signed by a medical officer in charge of the station hospital or corps from which the men are moved, showing the lying down accommodation considered necessary; and the despatching officer will sign it to show that the accommodation has been provided.	(P. II, 238.)
	(*g*) When invalid, hospital or ambulance carriages are provided to move cases of serious illness by railway, care must be taken to send in each carriage, when practicable, a full complement of invalids.	(P. II, 239.)
	(*h*) Invalids may rest for any required period at any of the rest-camps or large stations on the line of rail; but if any extraordinary or unforeseen detention of men is incurred, an immediate report must be made to the deputy adjutant general of the command through the general officer in command of the district.	(P. II, 240.)
	(*i*) Retiring accommodation, and, as far as possible, lavatory accommodation also, will be provided in all carriages used for invalids.	(P. II, 233 f.)

Sec. V. Transport by Railway—Accommodation.

455—*contd.*

	3nd class.	Accommodation.
(P. II, 271.)	VIII. Military prisoners and insanes	(*a*) Insanes, whether violent or harmless, are invariably to be provided with a separate compartment for themselves and escort—neither they nor military prisoners are ever to be despatched by rail, except in reserved compartments of 2nd class carriages, which do not require iron frames attached for purposes of segregation. The 24 hours' notice prescribed in paragraph 503 should be given to the railway authorities.
(P. II, 232, 233 Preamble & (a) & (b).) (P. II, 233 (III) (g.)) (P. II, 223 (IV.)) (P. II, 711.)	IX. All other British soldiers. Hospital assistants and their wives and children, Native non-commissioned officers and their wives and children; Bombay guides and their wives and children; and all other native soldiers, except when proceeding on or returning from furlough, or travelling on duty singly or in small parties not exceeding four in number (*vide* Section XIII of this para.)	(*a*) The government of India recognise that the Indian railway companies have not a sufficient number of 2nd class carriages to allow of their fully complying with the terms of their contracts to carry all government troops in 2nd class carriages; and are therefore prepared to accept, in place of carriages of the ordinary 2nd class type, carriages of other types properly protected from wind and weather, and furnished with lamps for night service, and otherwise suitable for the conveyance of troops, *provided* that the number of troops to be accommodated and the number of seats to be paid for are definitely fixed for each type of carriage which it is proposed to employ for the carriage of troops, and that the number of troops such carriage is to accommodate is marked on it (*see* paragraph 456).

Transport by Railway—Accommodation. Sec. V.

2nd class	Accommodation.
IX. All other British soldiers, etc.—*contd.*	(*b*) Small parties travelling by ordinary train, for which no special troop carriage is exclusively provided will be accommodated in 2nd class carriages.—(*vide* para. 453(*b*)). (P. II, 233 (d.))
	(*c*) The remarks in section VI, clauses (*c*) and (*d*) also apply to the wives and children of hospital assistants and native non-commissioned officers.
	N. B.—*It is to be understood that extra space, as detailed in these rules, will, if possible, be given on all ordinary occasions to officers and soldiers, but that they have no claim on government for more than the accommodation allowed by the railway companies to civilian passengers.* (P. II, 233 (VI.))
X. Civilian clerks, whose pay is not less than Rs. 50 per mensem, when accompanying the commander-in-chief in India on tour.	The same accommodation as public passengers.

2nd class, or *upper class*, where there are only two classes apart from the intermediate.	Accommodation.
XI. Civilian subordinates, other than chief mechanical engineers or civil chief master armourers, of all departments under the military department, who hold appointments, the pay or maximum pay of which exceeds Rs. 100 per mensem, and their wives and children.	The same accommodation as public passengers.

455—*contd.*

Intermediate class (or if there be in the train by which they are required to travel no accommodation intermediate between the 2nd and the lowest class then— I—Where there are only two classes, *lower class*. II—Where there are three classes, (*a*) If the man's pay is not less than Rs. 50— *2nd class.*) (*b*) Otherwise *3rd class.*)	Accommodation.
XII. Civilian subordinates of all departments under the military department, who hold appointments, the pay or the maximum pay of which does not exceed Rs. 100 per mensem, and their wives and children.	The same accommodation as public passengers
3rd class.	Accommodation.
(P. II, 232 & 233 (V)). XIII. 1. Native non-commissioned officers and their families, and all other native soldiers proceeding on, or returning from furlough, or travelling on duty singly or in small parties not exceeding four in number.	The same accommodation as public passengers
(P. II, 694.) Families of native troops below the rank of non-commissioned officer.	
Public followers and their wives and children. Private followers and servants. (See para. 14.)	

N.B.—The $\frac{\text{upper class}}{\text{lower class}}$ on the Gaekwar of Baroda's railway will be considered to represent the $\frac{\text{1st class}}{\text{2nd and 3rd classes}}$ on other railways, as far as the transport of troops, etc., is concerned.

456. To prevent misunderstanding with the railway administrations special committees were appointed by the Government of India to fix the number of troops to be accommodated and the number of seats to be paid for in each type of carriage tendered by each railway administration for the conveyance of troops.

The accommodation to be given to troops in second, intermediate and third class carriages, as recommended by these committees and approved by the Government of India, and the public carrying capacity of the same applicable to other classes and followers, is shown hereinafter in this para. for the information and guidance of despatching officers, and the railway authorities have been asked to have the accepted carriages marked accordingly.

On the construction of any new line of railway, or the introduction of any new stock on an existing railway, a committee will be assembled under the orders of the general officer commanding the district in which the railway head-quarters may be, in consultation with the chief officer of the railway, to fix the number of troops to be accommodated and the number of seats to be paid for in each type of carriage tendered by the railway administration for the conveyance of troops. The military department will be represented on such committees by an officer of the district staff, and by two regimental officers of experience; a military medical officer should also attend: and the military accommodation capacity should be determined by practical test whenever possible. The proceedings should be forwarded to the deputy adjutant general of the command for submission to the quarter master general in India.

Until the orders of Government are issued on the recommendations of the committee and the carriages are marked, the troop carrying capacity of carriages will be as follows:—

2nd class—Public carrying capacity.

Any class lower than 2nd. { Standard gauge—3 seats to every 5 seats for the public. Metre or lower gauge—4 seats to every 8 seats for the public.

456—*contd.*

Table of authorised allotment of soldiers in troop carriages [*vide* para. 455 (IX) (*a*).]

Railway.	General description of vehicle.	Number of troops, etc., to be accommodated, as recommended by Local Committee, and approved by Government.	Public carrying capacity.
East Indian—(standard gauge)	2nd class (two compartments)—Types C & D.	12 soldiers per compartment. .	12
(M. D. No. 2228-C., dated 3rd December 1895.)	2nd class (two compartments)—Type E.	12 soldiers in one compartment, 8 in the other.	12 & 8
	Composite, 1st and 2nd class—Types F and H.	12 soldiers in 2nd class compartment.	12
	Composite, 1st and 2nd class—Type I.	12 soldiers in the one and a half 2nd class compartment.	15
	Composite, 1st and 2nd class—Type G.	16 soldiers in 2nd class compartment.	16
	Intermediate (five and six compartments)—Types J and M.	6 soldiers per compartment . .	10
	Composite, Intermediate and 3rd classes (six and five compartments)—Types K & L.	6 soldiers per compartment . .	10
	3rd class (six compartments)	6 soldiers per compartment . .	10
	3rd class ambulance, with latrine—Type U.	34 soldiers per carriage . .	57
	Composite (three *third* class compartments and post office)—Type O.	6 soldiers per *third* class compartment.	10

Table of authorised allotment of soldiers in troop carriages [*vide* para 455 (IX) (*a*)]—*contd.*

Railway.	General description of vehicle.	Number of troops, etc., to be accommodated, as recommended by Local Committee, and approved by Government.	Public carrying capacity.
East Indian (standard gauge) —*contd.*	3rd class bogie (twelve compartments)—Type Q.	6 soldiers per compartment . .	10
	Bogie, composite, 3rd and brakevan—Type T.	6 soldiers per compartment . .	10
	Bogie, composite, 1st, 2nd and Intermediate—Type R.	6 soldiers per 2nd class compartment. 6 soldiers per Intermediate compartment.	10 10
	Bogie, composite, Intermediate and 3rd classes—Type S.	6 soldiers per compartment . .	10
Great Indian Peninsula. (standard gauge).	2nd class of 2 compartments—Type H.	9 soldiers per compartment . .	12
(M. D. No. 881-C. dated 8th May 1895.)	3rd class (five compartments)—Types E, F & G.	6 soldiers per compartment . .	10
Madras . . (standard gauge).	Composite, 1st and 2nd classes.	12 soldiers per 2nd class compartment.	12
(M. D. No. 881-C. dated 8th May 1895.)	Composite, 1st and 2nd classes.	6 soldiers per 2nd class compartment.	6
	2nd class (sleeping carriage).	24 soldiers per carriage . .	24
	2nd class (sleeping carriage).	18 „ „ „	18
	3rd class (six compartments).	36 „ „ „ . .	60

456 – *contd.*

Table of authorised allotment of soldiers in troop carriages [*vide* para. 455 (IX) (*a*)]—*contd.*

Railway.	General description of vehicle.	Number of troops, etc., to be accommodated as recommended by Local Committee and approved by Government.	Public carrying capacity.
North-Western (standard gauge).	Composite, 1st and 2nd classes (4-wheeled).	9 soldiers in 2nd class compartment	12
(M.D. No. 653-C., dated 9th April 1896.)	Composite, 1st and 2nd classes (bogie).	24 " " " "	24
	Composite, 1st, 2nd and 3rd classes.	$\frac{9}{36}$ soldiers in $\frac{2nd}{3rd}$ class "	$\frac{12}{60}$
	2nd class.	18 soldiers per carriage	24
	2nd class.	18 " " "	18
	2nd class.	26 " " "	30
	2nd class.	22 " " "	23
	2nd class.	21 " " "	21
	Intermediate	20 " "	32
	Intermediate	24 "	36
	Intermediate	36 "	48
	3rd class (six compartments).	36 " " "	60
	3rd class (five compartments).	30 " " "	50
	3rd class (saloon)	29 " " "	60
	3rd class (saloon)	23 " " "	40
	3rd class (two types of five compartments each, braked).	30 " " "	50
	3rd class (one type of five compartments, braked).	27 " " "	45

Table of authorised allotment of soldiers in troop carriages [*vide* para. 455 (IX)(*a*)]—*contd.*

Railway.	General description of vehicle.	Number of troops, etc., to be accommodated, as recommended by Local Committee and approved by Government.	Public carrying capacity.
North-Western (standard gauge). —*contd.*	3rd class (prison vans).	24 soldiers per carriage . .	40
	3rd class (bogies, ambulance).	64 „ „ „ . .	100
	3rd class (bogie)	75 „ „ „ . .	128
	3rd class (Clemenson's).	57 „ „ „ . .	84
Oudh and Rohilkhand (standard gauge).	Composite, 1st and 2nd classes	12 soldiers in 2nd class compartment	14
(M. D. No. 881-C., dated 8th May 1895.)	Ditto .	12 „ „ „ „ .	10
	Ditto .	12 „ „ „ „ .	12
	Composite, 2nd, intermediate and 3rd classes.	8 soldiers in 2nd class compartment 6 soldiers in other compartments.	8 8 and 10
	2nd class of 2 compartments.	12 soldiers per compartment . .	12
	Intermediate class of 5 compartments.	6 „ „ „ . .	8
	3rd class of 6 compartments.	0 „ „ „ . .	10
	3rd class ambulance of 6 compartments.	36 soldiers per carriage . .	48
	Ditto . .	36 „ „ „ . .	60
	Ditto . .	30 „ „ „ . .	56
	3rd class (female carriage) 6 compartments, 2 latrines.	5 soldiers per compartment . .	8

Sec. V. Transport by Railway—Accommodation.

456—*contd.*

Table of authorised allotment of soldiers in troop carriages [*vide* para. 455 (IX) (*a*)]—*contd.*

Railway.	General description of vehicle.	Number of troops, etc., to be accommodated, as recommended by Local Committee, and approved by Government.	Public carrying capacity.
Oudh and Rohilkhand (standard gauge)—*contd.*	3rd class and postal composite (5 compartments for passengers).	6 soldiers per compartment.	10
	3rd class and postal composite (4 compartments for passengers).	6 " "	10
	Composite, intermediate and 3rd class of 6 compartments.	6 " "	10 in 3rd class 8 in Intermediate.
	Composite, intermediate and postal (3 compartments for passengers).	6 " "	8
Bombay, Baroda and Central India (standard gauge.) (M. D. No. 1210-C., dated 31st May 1894.)	2nd class (composite).	8 soldiers in 2nd class compartment.	10
	2nd class (ordinary transverse)	8 " per compartment.	10
	2nd class (saloon).	33 " " carriage.	40
	2nd class (through type).	32 " " "	40
	3rd class (saloon).	32 " " "	60
	3rd class (ordinary).	42 " " "	72
	3rd class (ambulance).	40 " " "	56

Table of authorised allotment of soldiers in troop carriages [*vide* para. 455(IX) (*a*)]—*contd.*

Railway.	General description of vehicle.	Number of troops, etc., to be accommodated, as recommended by Local Committee, and approved by Government.	Public carrying capacity.
Eastern Bengal State (standard gauge sections). (M. D. No. 2228-C., dated 3rd December 1895).	*Composite, 1st and 2nd class—(Two 2nd class compartments).*		
	Types Nos. 13, 14-A, 15 and 17.	10 soldiers in each 2nd class compartment.	10
	Composite, 1st and 2nd class—(One 2nd class compartment).		
	Types Nos. 14-B and 14-C.	11 soldiers in 2nd class compartment	11
	Type No. 16 .	14 „ „ „ „	14
	Type No. 18 .	12 „ „ „ „	12
	2nd class—of 2 compartments.		
	Types Nos. 19-A, 19B and 20-A.	11 soldiers per compartment.	11
	Types Nos. 19-C. and 19-D.	12 „ „ „	12
	Type No. 20-B.	9 „ „ „	9
	Intermediate—of 6 compartments		
	Type No. 21-A .	6 „ „ „	10
	Type No. 21-B, with retiring accommodation.	34 soldiers per carriage.	60
	Intermediate ambulance—of five compartments—		
	Type No. 22.	6 soldiers per compartment.	10
	3rd class of 5 compartments.		
	Type No. 23.	6 soldiers per compartment . .	10
	3rd class—of 6 compartments,		
	Types Nos. 24-A and 25-A.	6 soldiers per compartment .	10
	Types Nos. 24-B and 25-B, with retiring accommodation.	34 soldiers per carriage . .	60
	3rd class—of one compartment with longitudinal seats.		
	Types Nos. 26 and 27.	46 „ „ . . .	60

456 —*contd.*

Table of authorised allotment of soldiers in troop carriages [*vide* para. 455 (IX) (*a*)]—*contd.*

Railway.	General description of vehicle.	Number of troops, etc., to be accommodated, as recommended by Local Committee, and approved by Government.	Public carrying capacity.
Eastern Bengal State (standard gauge sections) —*contd.*	*Composite, Intermediate and 3rd class*—		
	Types Nos. 29-A and 30-B. (3 intermediate and one 3rd class compartment).	33 soldiers per carriage	40
	Type No. 29-B (4 intermediate and one third class compartment).	33 " " "	50
	Type No. 30-A (one intermediate and one 3rd class compartment).	38 " " "	56
	Type No. 30-C (three intermediate and one 3rd class compartment)	24 " " "	40
	Type No. 31 (two intermediate and one 3rd class compartment).	18 " " "	30
	Passenger and Postal composites—		
	Type No. 32 (two intermediate and one postal compartment).	12 " " "	20
	Type No. 33 (three intermediate, and one postal compartment).	18 " " "	30
	Type No. 34-A (three intermediate, two third, and one postal compartment).	27 " " "	50
	Type No. 34-B (five third and one postal compartment).	27 " " "	50

Table of authorised allotment of soldiers in troop carriages [*vide* para. 455 (IX) (*a*)]—*contd.*

Railway.	General description of vehicle.	Number of troops, etc., to be accommodated, as recommended by Local Committee, and approved by Government.	Public carrying capacity.
Eastern Bengal State (standard guage sections)—*contd.*	Type No. 35 (five third and one postal compartment).	30 soldiers per carriage . .	50
Eastern Bengal State (Northern and Behar sections)—(metre gauge.) (M. D. No. 2228-C., dated 3rd December 1835).	*Composite, 1st and 2nd class.* Types 8-B, 11-B.	6 soldiers in 2nd class compartment.	6
	2nd class of 2 compartments. Type 11-C.	6 soldiers per compartment . .	6
	Intermediate of 2 compartments (with retiring accommodation)—Type 13-A.	6 „ . .	3
	Intermediate of 2 compartments (without retiring accommodation)—Type 14.	8 „ „ „ . .	11
	3rd class (bogie of 8 compartments)—Type 16.	4 „ „ „ . .	8
	3rd class of 4 compartments (with retiring accommodation)—Type 15-B.	14 soldiers per carriage . .	32
	3rd class of 4 compartments (without retiring accommodation)—Type 15-A.	16 „ „ „ . .	32
	3rd class and postal (2 third and one postal compartment)—Type 17.	8 „ „ „ . .	16
	3rd class and postal (3 third and one postal compartment)—Type 18.	12 „ „ „ . .	24

456—*contd.*

Table of authorised allotment of soldiers in troop carriages [*vide* para. 455 (IX) (*a*)]—*contd.*

Railway.	General description of vehicle.	Number of troops, etc., to be accommodated, as recommended by Local Committee and approved by Government.	Public carrying capacity.
Eastern Bengal State (Kaunia-Dharlla Section). (2' 6" gauge) . (M. D. No. 1723-C., dated 14th September 1896.)	Composite, 1st and 2nd class.	6 soldiers per 2nd class compartment.	6
	Intermediate .	6 soldiers per compartment . .	10
	3rd class . .	3 „ „ „ . .	5
	3rd class (with brakes).	3 „ „ „ . .	5
Cooch Behar State. (Gitalda Ghât Forsa Section.) (2' 6" gauge) . (M. D. No. 1723-C., dated 14th September 1896.)	Composite, 1st and 2nd class.	6 soldiers per 2nd class compartment.	6
	Intermediate (with brakes.)	3 soldiers per compartment . .	4
	3rd class . .	3 „ „ „ . .	5
	3rd class (with brakes).	3 „ „ „ . .	5
His Highness the Nizam's Guaranteed State —(standard gauge). (M. D. No. 297-C., dated 5th February 1896.)	Composite, 1st and 2nd class.	6 soldiers in 2nd class compartment.	$\frac{6}{9}$ in $\frac{2nd}{2nd}$ class compartment.
	2nd class . .	12 soldiers per carriage . .	18
	3rd class . .	Two types, one accommodating 28 British and 30 Native soldiers, and the other 30 soldiers per carriage.	60
Indian Midland —(standard gauge). (M. D. No. 1810-C., dated 31st May 1894.)	Composite, 1st and 2nd class.	12 soldiers in 2nd class compartment.	12
	2nd class of 2 compartments.	12 soldiers per compartment .	12
	3rd class of 5 compartments.	6 „ „ „ . .	10

Table of authorised allotment of soldiers in troop carriages [*vide* para. 455 (IX) (*a*)]—*contd.*

Railway.	General description of vehicle.	Number of troops, etc., to be accommodated, as recommended by Local Committee and approved by Government.	Public carrying capacity.
South Indian (metre-gauge). (M. D. No. 881-C., dated 8th May 1895.)	Composite, 1st and 2nd class (three types).	6 soldiers in 2nd class compartment.	8
	Do. (one type).	7 " " "	10
	2nd class (all types).	12 soldiers per carriage	16
	3rd class (ordinary).	24 " " "	32
	3rd class (Clemenson's).	48 " " "	64
	3rd class (with side doors).	24 " " "	32
	3rd class (with end doors).	24 " " "	28
	3rd class (with postal compartment).	12 " " "	16
Rajputana-Malwa (metre gauge) (M. D. No. 881-C., dated 8th May 1895.)	Composite, 1st and 2nd class.	6 soldiers per 2nd class compartment.	6
	2nd class (three compartments).	6 soldiers per compartment.	6
	2nd class (double and saloo	12 soldiers per carriage	12
	Composite, 2nd and 3rd class.	$\frac{6}{8}$ soldiers per $\frac{\text{2nd}}{\text{3rd}}$ class compartment.	$\frac{6}{10}$
	Composite, intermediate and 3rd class.	$\frac{9}{6}$ soldiers per $\frac{\text{Intermediate}}{\text{3rd}}$ class compartment.	$\frac{28}{13}$ $\frac{}{12}$ in carriage according to type.

456—*contd.*

Table of authorised allotment of soldiers in troop carriages [*vide* para. 455 (IX) (*a*)]—*contd.*

Railway.	General description of vehicle.	Number of troops, etc., to be accommodated, as recommended by Local Committee, and approved by Government.	Public carrying capacity.
Rajputana-Malwa (metre-gauge)—*contd.*	Intermediate of 2 compartments	8 soldiers per compartment . .	12
	Intermediate (3 compartments).	9 „ „ „ . .	28 in carriage.
	3rd class .	5 „ „ „ . .	32 in carriage.
	„ „	6 „ „ „ . .	8
	3rd class of 2 compartments.	10 „ „ „ . .	14
	3rd class bogie of 8 compartments.	6 „ „ „ . .	8
	3rd class ambulance (ordinary and with end doors).	20 soldiers per carriage . .	32
	3rd class ambulance of 8 compartments.	48 „ „ „ . .	64
	Combined 3rd class and post office.	5 soldiers per compartment . .	8
	Combined intermediate and post office.	6 „ „ „ . .	$\frac{16}{24}$ per carriage according to type.
Rohilkhand-Kumaon (including Lucknow-Bareilly Section) —(metre-gauge.) (M. D. No. 1584-C., dated 23rd August 1895.)	Composite, 1st and 2nd class.	12 soldiers per carriage . .	12
	2nd class . .	12 „ „ „ . .	12
	Composite, intermediate and 3rd class, and 3rd class and postal.	16 „ „ „ . .	16

Table of authorised allotment of soldiers in troop carriages [*vide* para. 455 (IX) (*a*)]—*contd.*

Railway.	General description of vehicle.	Number of troops, etc., to be accommodated, as recommended by Local Committee and approved by Government.	Public carrying capacity.
Rohilkhand-Kumaon (including Lucknow-Bareilly Section)—(metre-gauge)—*contd.*	Intermediate .	24 soldiers per carriage . .	24
	3rd class . .	24 „ „ „ . .	32
Dibru-Sadiya (Assam Railways and Trading Company)—(metre-gauge.) (M. D. No. 1210-C., dated 31st May 1894.)	3rd class . .	18 soldiers per carriage . .	24
	4th „ . .	16 „ „ „ . .	24
Bengal and North-Western and Tirhoot (metre-gauge). (M. D. No. 1210-C., dated 31st May 1894.)	Composite (1st and 2nd class).	6 soldiers in 2nd class compartment.	8
	2nd class . .	6 soldiers per compartment. .	8
	Composite, Intermediate and 3rd class.	6 soldiers per Intermediate and 3rd class compartment.	$\frac{12}{12}$
	3rd class of 8 compartments.	4 soldiers per compartment . .	8
	3rd class of 4 compartments.	4 „ „ „ . .	8
	Composite, 3rd and postal (two 3rd class compartments).	4 „ „ „ . .	8
Deoghur (metre-gauge). (M. D. No. 1210-C., dated 31st May 1894).	Composite, 1st and 3rd class.	9 soldiers in 3rd class compartment	20
	3rd class . .	16 „ per carriage . .	32
Darjeeling-Himalayan (2' gauge.) (M. D. No. 1210-C., dated 31st May 1895.)	2nd class trollies	Trollies of 4 benches each to carry 8 soldiers in marching order.	12
	3rd „ „	Trollies of 2 benches each to carry 6 soldiers.	12
Bengal-Nagpur (standard gauge). (M. D. No. 881-C., dated 8th May 1895.) (M.D.No. 1584-C., dated 23rd August 1895.)	Composite, 1st and 2nd class.	9 soldiers in 2nd class compartment.	9

456—*contd.*

Table of authorised allotment of soldiers in troop carriages [*vide* para. 455 (IX) (*a*)]—*contd.*

Railway.	General description of vehicle.	Number of troops, etc., to be accommodated, as recommended by Local Committee and approved by Government.	Public carrying capacity.
Bengal-Nagpur (standard gauge)—*contd.*	Composite, 1st and 3rd class.	12 soldiers in 3rd class compartment	20
	2nd class	18 soldiers per carriage	18
	3rd class—Type L and ambulance.	30 " " "	50
	3rd class—Type B.	36 " " "	60
Southern Mahratta—(metre-gauge).	*Composite, 1st and 2nd class—*		
(M. D. No. 1584-C., dated 23rd August 1895.) (M. D. No. 881-C., dated 8th May 1895.)	Types M. C. O. N., C. O. N., M. C. O. D. C. O. D.	6 soldiers in 2nd class compartment	6
	Type M. C. O. B. (bogie).	12 " " "	12
	2nd class—		
	Types M. S. C. N. S. C. E.	12 soldiers per carriage	12
	Type M. S. C. S.	18 " " "	18
	3rd class—		
	Types M. T. C. O., T. C. O., M. T. C. K., T. C. K., all 7' 9" in width.	24 " " "	32
	Types M. T. C. O., T. C. O., M. T. C. K., T. C. K.	20 " " "	32
	M. A. T. C. O., M. A. T. C. K., T. C. R., all 6' 7" wide.	20 " " "	27
		20 " " "	28
	Type M. T. C. R., 6' 7" wide.	14 " " "	25
	M. T. C. R., 7' 9" wide.	16 " " "	28
	M. T. B. K., (bogie) M. T. C. B. (bogie.)	48 " " "	64
	M. E. T. B. K. (bogie)	48 " " "	62

Table of authorised allotment of soldiers in troop carriages [*vide* para. 455 (IX) (*a*)]—*contd.*

Railway.	General description of vehicle.	Number of troops, etc., to be accommodated, as recommended by Local Committee and approved by Government.	Public carrying capacity.
Bhavnagar-Gondal-Junagarh-Porbandar (metre-gauge). (*M. D. No. 1584-C.*, dated 23rd August 1895.)	Composite, 1st and 2nd class.	8 soldiers in 2nd class compartment	12
	Composite, 1st and 2nd class (bogie).	10 " " " "	16
	Composite, 1st, 2nd and 3rd class (one 2nd and two 3rd class compartments).	$\frac{2}{3}$ Soldiers in $\frac{\text{2nd}}{\text{3rd}}$ class compartment	$\frac{8}{3}$
	Composite, 1st and 3rd class (two 1st, and two 3rd class compartments).	5 " " 3rd " "	8
	2nd class with two equal sized compartments.	8 soldiers per compartment	10
	2nd class with one longitudinal compartment.	14 " " "	18
	2nd class with two unequal compartments.	$\frac{10}{4}$ in $\frac{\text{large}}{\text{small}}$ compartment.	$\frac{14}{9}$
	Do. do.	$\frac{4}{6}$ " " "	$\frac{10}{9}$
	Composite, 2nd and 3rd class (bogie), (two 2nd and two 3rd class compartments).	5 soldiers in $\frac{\text{2nd}}{\text{3rd}}$ class compartment	$\frac{8}{3}$
	Composite, 2nd class and postal van.	6 " " 2nd " "	8
	3rd class ordinary, with four equal compartments.	5 soldiers per compartment	8
	3rd class with longitudinal seats.	18 soldiers per carriage	30
	3rd class (bogie) with two equal longitudinal compartments.	23 soldiers per compartment	35

456—*contd.*

Table of authorised allotment of soldiers in troop carriages [*vide* para. 455 (IX) (*a*)]—*concld.*

Railway.	General description of vehicle.	Number of troops, etc., to be accommodated, as recommended by Local Committee and approved by Government.	Public carrying capacity.
Bhavnagar-Gondal-Junagarh-Porbandar (metre-gauge) —*contd.*	3rd class (bogie) with two equal longitudinal compartments.	17 soldiers per compartment . .	23
	Composite, 3rd class and postal van.	10 soldiers in 3rd class compartment	16
Morvi (2'6" gauge).	Composite, 1st and 2nd class.	4 soldiers in 2nd class compartment.	7
...	Composite, 1st and 2nd class (bogie).	6 „ „ „ „	8
...	2nd class (2 longitudinal seats).	8 „ per carriage „	12
...	2nd class (2 equal compartments).	10 „ „ „ . .	14
...	Composite, 2nd class and mail van.	3 „ in 2nd class . .	6
...	3rd class (15 feet)	12 „ per carriage . .	20
...	3rd class (with latrine, 16 feet)	11 „ „ „ . .	20
...	3rd class (bogie, 21 feet).	18 „ „ „ . .	32
...	3rd class (bogie, 24 feet, two equal compartments).	20 „ „ „ . .	36
...	3rd class (bogie, 30 feet, 2 large and 1 small compartment).	13 „ in large compartment 5 „ „ small „ .	19 8
...	.....		
Burma—(metre-gauge). (M.D. No. 881-C., dated 8th May 1895.)	Composite, 1st and 2nd class.	6 soldiers in 2nd class compartment	8
	2nd class (ordinary).	6 soldiers per compartment . .	8
	2nd class (saloon)	16 „ „ carriage . .	22
	3rd class . .	16 „ „ „ . . .	32
	3rd class, with latrines.	16 „ „ „ . . .	31

Baggage Rules.

457. The capacities of wagons and brake-vans on all railways, for military baggage, will be marked on them. (P. II, 234.)

458. The railway will carry free of charge to government—

(i) for every person travelling by ordinary passenger or troop train, and paid for at contract rates, 20 seers of baggage exclusive of the arms and accoutrements of all ranks; (P. II, 327.)

(ii) for persons paid for at tariff rates the quantity of baggage allowed free according to the railway tariff.

N.B.—The free allowance of baggage will be calculated on the number of seats paid for.

459. In order that all baggage, public and private, for conveyance by railway may be included in Form A and in the requisition on the railway authorities (Form C), officers commanding regiments or detachments are to have all baggage previously weighed,* and each officer commanding a troop, company, or detachment is to report to the commanding officer the amount for which he requires carriage on payment. (P. II, 328.)

460. The particular attention of officers in command of troops and of despatching officers is required to the prohibition against the despatch of luggage containing gunpowder, vitriol, aqua-fortis, turpentine, lucifer matches, or such combustible materials which the railway authorities refuse to carry except under special agreement; and commanding officers are held responsible that none of these articles are packed in the men's kits. Ammunition will be specially provided for by despatching officers. (P. II, 330.)

461. Officers and soldiers travelling by rail are specially warned that it is necessary that all boxes containing money or other valuable private property should have their contents declared and the packages specially booked and paid for in accordance with the rules of the railway company; for without these precautions the railway authorities are not responsible for their safe custody or transit. (P. II, 331.)

462. In all cases of losses of government or other property in transit by rail, the officer commanding is responsible that a prompt and thorough investigation is at once entered into, and the proceedings recorded, and that a copy of the same be forwarded to the lieutenant-general commanding. (P. II, 332.)

* The scales in use with the commissariat agent will generally be available for this purpose.

(P. II, 333.) 463. Indemnification from government for losses on account of the destruction of baggage, horses, etc., by fire or otherwise, when in transit by rail, is only admissible under the circumstances and to the extent laid down in army regulations, India, volumes I and XI.

(P. II, 334.) 464. Soldiers travelling by ordinary train should be warned that the baggage ticket is the voucher for their property, and that if it is not produced at the end of the journey, the station master will not deliver up the baggage, nor will any claim for its loss or damage be attended to.

(i) Should any of the baggage not be forthcoming, the commissioned or non-commissioned officer in charge must, *before leaving the station*, make his claim on the station master and demand redress, and on giving up the baggage ticket, he must endorse on it what baggage is deficient, receiving from the station master a signed copy of the baggage ticket and endorsement, the railway company being required to produce the original baggage ticket, when called upon to do so, in case of compensation being claimed. The officer or non-commissioned officer in charge must also report the case to the commanding officer of the regiment or depôt to which the men are going, or to the staff officer on the spot; and the commanding or staff officer will at once communicate with the railway authorities with a view to the recovery of the property.

(ii) If the property lost is not recovered, or compensation for it not given within a reasonable period, the case should be referred to two arbiters,—one to be nominated by the aforesaid commanding or staff officer, and the other by the local railway authorities.

(iii) In case the two arbiters are unable to agree, they should refer the case to a third, whose decision shall be final.

(iv) Commanding officers of regiments or depôts, or staff officers, to whom the loss of baggage is reported, are to understand that the onus of recovering or obtaining proper compensation for it rests with them, and until all the means above specified have been tried without success, they are not to forward any case to command head-quarters for disposal.

(P. II, 335.) 465. At Calcutta and all other military stations below Dinapore, coolies for the loading and unloading of British soldiers' baggage, on and from river and sea-going vessels, railways, and bullock trains, will always, at all seasons, be supplied to the regimental authorities on proper requisitions on the commissariat department. Above Dinapore, coolies for these purposes will only be supplied from the 15th of March to the 31st of October, as during the cold weather months troops will, when travelling by any of the above modes, load and unload their own baggage. Coolies for loading and unloading troops' baggage are specially employed at the Sassoon Bunder troop-shed, Bombay, in connection with the transport service.

(P. II, 336.) 466. In exceptional cases, during the cold weather, such as when regiments have suffered from cholera or other great sickness, or after having made an unusually long or fatiguing march, they have to embark, or proceed by railway or bullock train, or when the weather is unusually hot, commanding officers will send in prompt requisitions to the commissariat department, giving in detail their reasons for requiring this aid. Invalids and families of soldiers will on all occasions, at every station, and at all seasons of the year, be supplied with coolies for the above purposes.

Troop Extra train.

(P. II, 337.) 467. Baggage should reach the railway station two hours before the departure of the train, in charge of a guard, and accompanied by a fatigue party, unless coolies have been provided as detailed in paragraphs 465 and 466.

(P. II, 338.) 468. When corps or large bodies of troops are proceeding by rail to Bombay for immediate embarkation, or from Bombay immediately on disembarkation, the whole of the heavy baggage will be despatched in one baggage train with a fatigue party and guard, and the troops with their light baggage will follow in separate trains. To admit of this arrangement being carried out, the brakes of the whole number of trains to be employed, and such additional wagons as may be required for the conveyance of the baggage under paragraph 472, will be placed at the disposal of the local military authorities.

(P. II, 339.) 469. Baggage should be so stowed that the portion which may be required *en route* is easily accessible. With this view the officer in charge should mark all wagons, noting such as may require to be opened on the journey.

(P. II, 340.) 470. Troops travelling by railway are not to be separated from their kits and bedding, except in connection with the transport service at Bombay (paragraph 468).

(P. II, 341.) 471. With troop extra trains, the troops are responsible for the baggage. Padlocks and keys for securing the doors of the wagons on both sides will be supplied by the railway authorities, and the commanding officer will take such measures for guarding the locked wagons as he may deem expedient—

(i) The padlocks and keys will be in the charge of the commanding officer during the journey. On arrival at his destination, he will make them over to the station-master.

(ii) Receipts will be given on all occasions of transfer of the locks and keys.

(iii) Rupees 2 will be recovered from the officer in command of the troops for each padlock and key lost or damaged.

(iv) Should the railway authorities detach a wagon from the train, or in any way assume charge of the contents of a wagon, they become responsible. On such occasions the keys will remain with the commanding officer, and the railway authorities will either affix their seals, or padlocks, in addition to those already provided to the detached wagons.

(P. II, 342.) 472. For military baggage, the *minimum load* of any wagon or brake-van is fixed at one-half its marked carrying capacity. The railway is responsible for supplying the full number of wagons and brake-vans required on this scale for the conveyance of the total quantity of baggage entered in the requisition (Form C), although this may necessitate one of the vehicles being supplied for less than a *minimum* load.

(P. II, 343.) 473. In all cases the baggage wagons and brake-vans supplied under paragraph 472 will be made over to the officer commanding the troops, who becomes responsible, not only that they are properly packed with not less than their *minimum* load, by weight, but also that as much baggage as possible is loaded into each vehicle, provided its marked *maximum* carrying capacity is not exceeded—

(i) He may appoint an officer to supervise the loading, and this officer should avail himself freely of the advice and experience of the despatching officer.

(ii) If, owing to less than the *minimum load* being packed in any wagon or brake-van, accommodation in excess of that prescribed in paragraph 472 is necessary, it will only be supplied by the railway on the written demand of the officer commanding the troops, countersigned by the despatching officer.

474. The rate paid for all military baggage (including stores and equipment) carried by *troop extra trains*, in excess of the free allowance, is ·8 pie per maund per mile, whether the freight is payable by government or the officer commanding the troops. (P. II, 344.)

475. Payment will be made—

(i) By the officer commanding the troops, on the spot, for all baggage in excess of the regulation scale for which conveyance is demanded. (P. II, 345.)

(ii) By Government for the balance, less free allowance. *Provided that in no case shall the railway receive payment under (i) and (ii) above for less than half the aggregate carrying capacity of the vehicles actually used (within the number admissible under paragraph 472), less the free allowance.*

(iii) When owing to bad loading vehicles are used in excess of the number allowed under paragraph 472, payment will be made by the officer commanding the troops on the spot, in addition to the amount due under (i) on half the carrying capacity of each of such excess vehicles.

N.B.—The amounts paid under clauses (1) and (iii) will be entered in Railway Warrant Form C for the information of the accounts department.

476. *Special* wagons should never be requisitioned for attachment to *ordinary passenger* trains. The baggage of all officers, soldiers, and others travelling under government warrant by such *trains*, will be weighed, booked, and ticketed in the same manner as that of private passengers— (P. II, 346.)

(i) The railway company becomes responsible for the baggage from the moment it is booked and ticketed, until it is delivered over at the end of the journey.

477. For all baggage carried by ordinary passenger train, the rates charged to the public will be paid— (P. I, 347.)

(i) by government for the regulation scale, *less the free allowance;*

477—*contd.*

(ii) by the officer commanding, or owner, on the spot, for all in excess of the regulation scale.

Soldiers' dogs.

(P. II, 267.) 478. Soldiers'* dogs, whether carried by ordinary or by troop extra trains, will be carried at the following rates, which shall be applied both in local and in through booking. Soldiers travelling by ordinary train in a compartment not reserved for troops must put their dogs in the brake-van. If, however, they are voluntarily taken (by permission of the railway authorities) in the carriage with owners, double the following rates may be charged :—

	R	a.	p.
For any distance not exceeding 100 miles . . .	0	2	0
Above 100 and not exceeding 200	0	4	0
Above 200 and not exceeding 400	0	8	0
Above 400 and not exceeding 800	0	12	0
Above 800 miles and not exceeding 1,200 miles . .	1	0	0
For every 200 miles, or portion thereof, over 1,200 miles	0	2	0

The number of dogs is to be entered in Form A and Railway Warrant Form C, and their fare must be paid beforehand.

This rule does not include officers' dogs, on which full tariff rates will be charged.

General arrangements.

(P. II, 195.) 479. All general arrangements for the conveyance of troops proceeding by railway will be made by the quartermaster general's department and a staff officer must be present when any number of troops exceeding fifty are to be despatched. Arrangements for the movement of small bodies of troops will be made by station staff officers.

(P. II, 196A.) 480. The government of India have directed that whenever any important breaks caused by floods or other accidents and likely to affect military arrangements occur on any railway or section of a railway, the earliest possible intimation of the same should be given by telegraph by the railway authorities, to the general officer commanding the district concerned.

In the event of its being intended to close a railway or section of a railway on account of repairs, alterations, etc., and the consequent interruption of traffic is likely to exceed 12 hours, or the

* The term "soldier" includes all ranks falling within that term under the definition given in section 190, clause (6), of the Army Act.

transhipment of passengers will be involved, previous notice of the same is similarly to be given.

General officers commanding districts will report by telegraph all such information to command head-quarters for the information of the lieutenant-general commanding and communication to the quartermaster-general in India.

481. General officers commanding are to report to the deputy adjutant general of the command for information and communication to army head-quarters immediately any new line or extension of an existing line of railway is opened for traffic within their districts, showing the extent to which such new line or extension is available for the conveyance of troops, etc., and giving any other useful information, for notification to all other despatching officers. (P. II, 196.)

Such new line or extension will, if shorter and cheaper than old lines of communication by rail or road, be at once used for officers and all small parties of soldiers and others not dependent on rest-camps (*vide* paragraph 483).

They will similarly be used for all parties of troops if they afford through communication, and existing rest-camps can be utilised as convenient halting places. Where these rest-camps cannot be so utilised general officers through whose commands such lines run, will report through the usual channel on the advantages of using such lines for all troops, convenient halting places for the establishment of rest-camps, comparative cost, etc.

482. Troops, and others entitled to free passage by railway under these regulations, will ordinarily travel by the cheapest route on railway warrant Form C (I. A. Form R. 520) see paras. 4, 481 & 483. (P. II, 241.)

483 Large bodies of troops will ordinarily travel by the recognised rest-camp routes and individuals and small parties not dependent on rest-camps by the cheapest route available unless good reasons, such as those of health, discipline, etc., render such a course undesirable, when it will be within the discretion of a despatching officer to authorise the use of an alternative route. The actual route to be followed will invariably be entered in the warrant. (P. II, 196.)

Individuals travelling on military warrants may however travel by a more expensive route on payment of the difference in cost at tariff or contract rates as applicable to the passenger. In such cases the warrant should be made out for the more expensive route with an endorsement:—

"The difference in fare between the route *viâ* (route noted on warrant) and that *viâ* (cheapest route) to be paid to the station master at (entraining station) by the person travelling.

860. V. Transport by Railway—Official authorised to grant and sign railway warrants.

(P. II, 501, foot-note.) 484. All troops, etc., proceeding to Deolali or Bombay from stations north of Allahabad, and *vice versâ*, will travel by the Indian Midland Railway, *viâ* Jhansi.

(P. II, 201.) 485. The undermentioned officers are authorised to grant and sign railway warrants (I. A. F. R. 520):—

(*i*) All officers of the quartermaster general's department, the military secretary to his excellency the commander-in-chief in India and staff officers signing by order of general officers commanding districts, and officers commanding stations.

(*ii*) The military secretary to his excellency the viceroy, for men of the viceroy's body-guard only.

(*iii*) Executive commissioned officers of the ordnance and commissariat departments for their subordinates, not being commissioned officers, when proceeding departmentally at the public expense; the superintendent, mathematical instrument department, and honorary commissioned officers of the ordnance department for the despatch of stores. *

(*iv*) The principal medical officer, her majesty's forces in India, for himself, secretaries and office establishment.

[P. II, 201, (IV) (a).] (*v*) The principal medical officers of commands for themselves, personal assistants and office establishments.

(*vi*) The director-general of ordnance in India, for himself, and those directly under him, when proceeding with the government of India or on tour of inspection.

(*vii*) Principal medical officers of districts, for their subordinates, not being commissioned officers, and hospital attendants of the army hospital corps, when proceeding departmentally on duty at the public expense.†

(*viii*) The circle paymaster, for the paymaster or deputy paymaster, and also for the clerks attached to pension offices travelling by rail on the duty of paying pensioners, when starting from head-quarters. Any subsequent warrants required by them whilst in performance of

(M. D. No. 918 C., dated 4th October 1886.) * At outposts and stations where there is no executive or honorary commissioned officer, the warrant or credit note, as the case may be, may be signed by the warrant or non-commissioned officer in charge.

† Passage warrants for conveyance off the line of railway, except by bullock train and river, will be issued by the local military authorities.

their duties on the public service, may be signed by deputy pay-masters.

(*ix*) The director of the army remount department for himself, on occasions other than on tours of inspection, and his office establishment, when travelling on duty. Superintendent of the reserve and remount depôt at Saharunpur, for warrant and non-commissioned officers attached to that depôt.

All officers of the remount department, for the conveyance of horses and stores.

(*x*) The 2nd assistant to the agent to the governor-general for Central India, for military escorts conducting prisoners from Indore to the Alipore jail.

(*xi*) The resident at Nepal, for men of his escort travelling on duty.

(*xii*) Officers commanding British corps or detachments for parties of soldiers of the strength of 10 men and under when travelling on duty.

(*xiii*) Officers commanding corps or detachments, for native soldiers and regimental followers under their command entitled to free passages. Also for hospital assistants attached to corps.

The warrants will be for the class of accommodation prescribed in paragraph 454. Separate return warrants should be given to those requiring them before they leave their stations. The words "to be used on return from furlough" or "leave on medical certificate," as the case may be, should be written in red ink on the return warrants.

(*xiv*) Officers commanding Madras native corps including sappers and miners, for the families of Madras troops when the latter are ordered on foreign service, both for the journey to their homes and back again to regimental head-quarters on return of the regiment from such service.

(*xv*) British officers on recruiting duty, for themselves, for recruiting parties, and for recruits joining their regiments.

(*xvi*) District and assistant district recruiting officers, for recruits and recruiting parties.

(*xvii*) Assistant district recruiting officers, for themselves.

(*xviii*) The assistant adjutant general for musketry, for his charger, peon, and office records.

485—*contd.*

(*xix*) Deputy assistants adjutant general for musketry, when travelling on duty entitling them to warrants under the provisions of para. 28.

(*xx*) The director of military education in India, for one chuprassie and office records.

(*xxi*) The inspector-general of artillery in India, for himself, his brigade-major, and their chargers, as also for his office establishment and records, when proceeding on tours of inspection.

His brigade-major should add and sign the following note at the foot of the warrant, viz., "*Certified that one reserved first class compartment was supplied.*"

Also for the authorised scale of tentage for himself and his brigade-major on occasions when it is absolutely necessary for the proper performance of their duties.

(*xxii*) The inspector-general of cavalry in India, for himself, his brigade-major, and their chargers, when proceeding on tours of inspection.

His brigade-major should add and sign the following note at the foot of the warrant, viz., "*Certified that one reserved first class compartment was supplied.*"

Also for the authorised scale of tentage for himself and brigade-major on occasions when it is absolutely necessary for the proper performance of their duties.

(*xxiii*) Controllers of military accounts, inspectors-general of ordnance, and commissaries-general, for officers and others serving under their orders when proceeding on duty.

(*xxiv*) The principal veterinary officer in India, and inspecting veterinary officers for themselves, when proceeding on tours of inspection.

(*xxv*) The inspector-general of Imperial service troops for himself and staff officer when proceeding on tours of inspection.

The warrant should be endorsed "To the comptroller of Indian treasuries for payment and audit" and the staff officer should add and sign the following note at the foot of the warrant: "*Certified that one reserved first class compartment was supplied.*"

(*xxvi*) The rest-camp sergeant, or the commissariat subordinate at Kalka, for details moving to or from stations in the hills north of Kalka (*vide* Appendix XVI).

(*xxvii*) The superintendent, Dacca kheddas, for himself when travelling on duty at the public expense under competent authority.

(*xxviii*) Superintendents of Army Clothing, Bengal and Madras, or employés of their respective factories.

N.B.—*The above officers will be supplied, on indent, by the contractors for printing government of India stock forms, Calcutta, with all necessary railway transport forms, which must be used on every occasion of the despatch of troops or individuals by railway.*

486. All troops despatched either by ordinary or troop extra trains over two or more systems of railway working in connection, will be booked through to destination. (P. II, 242.)

Only one warrant or requisition will be given at the despatching station by the military authorities from starting point to destination, each railway being responsible for advising the railway to which it will hand the troops over, and for thus arranging for the through journey.

The starting line will collect all charges for the through journey. (P. II 243.)

487. Despatching officers should, as a rule, supply detachments, individual officers, soldiers, etc., proceeding by railway, horse-van, dâk, bullock train, or other mode of conveyance with passage warrants for the entire journey from station of departure to destination, and also separate warrants for return journey when required, with the following exceptions:—

(*i*) Soldiers and others (officers excepted) proceeding to stations north of Kalka will be provided with warrants to Kalka; and return warrants thence if necessary. From Kalka onwards, and for return journey if necessary, arrangements will be made on receipt of Form F (I. A. Form R. 513), *vide* Appendix XVI.

(*ii*) Details for the Murree hills will be booked to Rawal Pindi only, all arrangements for onward transit being made by the station staff officer, Rawal Pindi, *vide* Appendix XV.

488. If the holder of a warrant wishes to break the journey *en route* by halting at any particular stations, the names of such stations are to be entered on the face of the warrant, which will suffice to ensure a similar entry being made on the ticket given by the railway authorities, provided that the number of halts do not exceed those allowed to all passengers, *viz*, 24 hours for every 100 (P. II, 244.)

488—*contd.*

miles of railway travelled over. If permission is given to make additional or longer halts, a separate onward warrant is to be furnished.

(P. II, 245.) 489. Return tickets are granted on the Rohilcund-Kumaon (Company's section), Eastern Bengal and Bengal Central, and Bhavnagar-Gondal-Junagarh-Porbandar railways under the same rules and conditions as for ordinary passengers, to officers and others travelling on duty on railway warrant Form C, when the duty on which the individual is proceeding by any of these railways will admit of his return to his station within the time allowed by the company to ordinary passengers for return journey. Only one warrant will be issued for the double journey, the entry thereon "and back" being initialled by the issuing officer, who is also to insert on the back of the warrant the period for which the return ticket is to be issued signing the latter entry in full. See also Appendix XI.

(P. II, 241.) 490. Railway warrant Form C. (I. A. F. R. 520) will be merely an indent for a specified number of seats of each class, and for a specified amount of baggage, etc., with a certificate at foot that these have been supplied.

As regards baggage, the entry in Form C will consist of nothing more than the total weight of baggage, public and private, for which transport is required, the railway being at liberty to check the weight by actual weighment, if necessary.

Guns and wagons will be carried at vehicle mileage rates. Elephants and camels will be carried under special arrangements.

The entries in column 4 of Form C are the basis on which payment is made. The payment to be made for officers and troops travelling in 1st and 2nd class carriages will be for the full number of seats authorised for ordinary traffic, subject to the provisions that as regards 1st and 2nd class carriages, the extra accommodation required under paragraph 455 will be indented for by the despatching officer in troop extra trains, and entered in column 3 of railway warrant Form C, the same number of fares being paid per extra compartment thus occupied, as would be paid by the public for reserving such a compartment.

Example.—Thus, on the East Indian railway, if it were necessary to provide in a troop extra train lying down space for nine officers, for whom, at the rate of four to each compartment, three

compartments of an ordinary 1st class carriage would be required, the payment will be as for three reserved compartments, equivalent to 12 fares.

Or on the Great Indian Peninsula railway, if thirteen officers travelled, for whom at the rate of six to each compartment of a saloon carriage, three compartments would be required, the payment will be as for three reserved compartments, equivalent to 18 fares.

The same rule will apply when an extra compartment has to be provided for soldiers or families, *i.e.*, the same number of fares will have to be paid as would be paid by the public for reserving such accommodation.

As regards accommodation in troop carriages, other than 1st or 2nd class in troop extra trains, unoccupied seats will be paid for on the basis of a minimum charge for half a carriage on the scale laid down by the special committees for each half carriage partly occupied.

491. All railway warrants will be machine numbered and ruled before issue to the transport officers. (P. II, 241.)

492. As a precaution against railway warrant Form C being fraudulently obtained, issuing officers are enjoined to stamp with their office seal on the square provided for the purpose, all such warrants after signing and before issuing them. (P. II, 241.)

493. In addition to the general instructions given in para. 8, the following further rules will be observed by officers authorised to grant railway warrants :— (P. II, 501.)

(*i*) In column 3 of railway warrant Form C, only the number of servants actually accompanying the officer will be entered.

This information should be obtained by despatching officers either personally or by memorandum, and on no account should the warrant be filled up as a matter of routine with the maximum number of servants allowed, irrespective of the bonâ fide *number which are going to make the journey with the officer,* vide *paragraph 217.*

(*ii*) Troops are not ordinarily to be despatched by fast mail trains *by which the public are not booked at 3rd class rates.*

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(P. II, 326 (vii).] (*iii*) Heavy baggage of officers and others travelling by passenger train may, at their option, be sent by goods train, provided the quantity so despatched, and that taken with the individual travelling, does not exceed the total authorised weight; a separate *credit* note must be issued for the portion despatched by goods train. In such cases the number and date of the warrant on which the officers will travel is to be noted in the credit note granted for conveyance of the heavy baggage sent by goods train.

(P. II, (*iv*) It is to be clearly understood that when there is only one attendant to each horse, that attendant is carried free by the railway, and is not to be entered in the warrant.

(P. II, 251.) 494. The duty of filling up column 3 of railway warrant, Form C, devolves on the officer issuing the warrant. The duty of filling up column 4 devolves on—

(1) The officer or person travelling.

(2) Or the officer commanding the troops.

(3) Or officer superintending the despatch of troops or details.

The officer in question must, moreover, sign the following certificate that he has done so, *viz.*:—

> "Certified that conveyance has been provided on this requisition for the numbers entered by me in column 4, also that the weight of tentage of commissioned, warrant, and native officers entered, includes tents and their component parts only, and not camp furniture, etc."

All entries in columns 3 and 4 should be made in words and perpendicular lines drawn between each entry.

(P. II, 250.) 495. The officer commanding the troops, or the despatching officer must before signing the certificate at the foot of a warrant, satisfy himself that all troops and followers, entitled to transport at the public expense, have been counted on entering the carriages, that the correct weight of the baggage has been ascertained, and that the entries in the warrant correspond with these numbers, quantity of baggage, etc. The warrant will then be delivered to the station master, who will furnish the officer commanding with a ticket for delivery to the station master at the end of the journey.

(P. II, 249.) 496. Warrants should only be altered under the initials of and by despatching officers, to whom reference must be made on all occasions when any erasure or addition is necessary; but if any officer commanding troops or in charge of stores or cattle, proceeding by railway, finds himself compelled, in the absence of the staff officer who signed the warrant, to alter it, he shall report as soon as possible to the officer who granted the warrant, describing the alterations he has found it necessary to make, and the reasons for making them. A copy of this is at once to be sent to the examiner, commissariat accounts.

(P. II, 252.) 497. When commanding officers, or officers superintending the despatch of troops by railway, have reason to suppose that a surcharge against government may be possible on account of the different descriptions of vehicles supplied, they should insert in any blank portion of railway warrant Form C (I. A. Form R. 520), such remarks in regard to the accommodation actually provided as may attract the notice of the accounts department when the credit note is presented for payment.

(P. II, 199.) 498. In all matters relating to the movement of troops by railway the district traffic superintendents, or assistant traffic managers should be addressed, as station masters have no power to act themselves. (See para. 502.)

In Bombay whenever troop extra trains are required, the general traffic manager, Great Indian Peninsula railway, or the traffic manager, Bombay, Baroda and Central India railway, as the case may be, must be addressed.

(P. II, 202.) 499. When troops are ordered to move by railway, Form A, I. A. Form R. 526, is to be supplied by the despatching staff officer to the officer proceeding in command, by whom the form will be carefully filled in and returned, without delay, to the despatching officer, who will be responsible that no troops, followers, chargers, baggage, stores, etc., are included for conveyance at the government expense in excess of the regulations.

(P. II, 203.) 500. On receipt of this return duly filled in, the despatching officer will decide whether the troops are to be conveyed in detachments by the ordinary passenger trains or in a body by a troop extra train.

(P. II, 223.) 501. Soldiers travelling singly, and small bodies of troops not exceeding twenty men, women and children, with their baggage, may be booked by ordinary trains on a warrant Form C (I. A. Form R. 520), being tendered to the station master.

(P. II, 224.) 502. Whenever more than ten men, women and children are to be despatched by ordinary passenger train, 24 hours' notice will be furnished by the despatching officer on Form B (I. A. Form R. 523) to the railway traffic department.

If there is no traffic officer (*vide* paragraph 498) at the station of departure, notice should, if necessary, be sent to him by telegraph.

(P. II, 228.) 503. For a troop extra train, or for an invalid carriage, the railway authorities must have, at least, the following notice :—

At Howrah, Allahabad, Madras and Bombay . . .	48 hours.
At all other stations	96 „

For a reserved compartment or carriage, 24 hours' notice must be given, not only to the railway authorities at the station from which the party is to start, but also to the station masters of all junction stations which have to be passed through.*

Composition and Capacity of Trains.

(P. II, 216.) 504. The following table shows the maximum number of vehicles that can be attached to mail, passenger, and mixed trains for the conveyance of troops and their baggage on the several lines of railway :—

Railway.	Mail.	Slow passenger.	Mixed.	
Eastern Bengal .	4	8	14	
Northern Bengal, Tirhoot.	4	6	8	
East Indian . . Patna, Gya, Scindia	2	8 (*a*)	8	(*a*) The passenger trains which can carry the Bombay mails (up and down) take two vehicles only between Tundla and Ghaziabad.
Oudh and Rohilcund	2 (*b*)	8	8	(*b*) Whether the mail is run as a mixed or passenger train.

* I. A. Form R. 531 may be employed with advantage to give early notice to the railway authorities at station of despatch when transport is required over several lines of rail by troop or passenger trains.

Transport by Railway—Composition and Capacity of Trains. Sec. V.

Railway.	Mail.	Slow passenger.	Mixed.	
North Western: Between Lahore and Peshawar.	3(c)	...	...	(c) Lahore to Rawal Pindi and branches. (d) Rawal Pindi to Peshawar.
North Western: Between Lahore and Peshawar.	6(d)	8(e)	12(f)	(e) Lahore to Attock or Khairabad.
North Western: Between Delhi and Karachi.	2	8	8	(f) Special mixed, Lahore to Peshawar and Sialkot. Only one special mixed train can be run in one direction on the same day. (c) (d) (e) and (f) are exclusive of brake-vans, and 30 is the maximum for one carriage.
Rajputana-Malwa State.	2	Mixed. 5(g)	3(h)	(g) On Malwa section and on Rewari-Ferozepore branch.
		4(i)	5 (local)	(h) On main line. (i) Between Mhow and Khandwa only.
Bombay, Baroda and Central India.	2	8	8	
Bengal and Nagpur.	2	...	8	
Indian Midland.	2(j)	4	8	(j) In despatching troops through by mail trains, previous notice must be given to the Indian Midland railway, as only one vehicle can be attached to mail trains on the Great Indian Peninsula railway.
Great Indian Peninsula (k).	1	4	(l)	(k) As it is impossible for the Great Indian Peninsula railway authorities, with the heavy gradients on their line, to add five or six carriages to the mail train, whenever a requisition to that effect is made by the military authorities, without interfering with their passenger traffic and disturbing the punctual performance of their train service, it is left optional with them to determine whether the troops are to be moved by the ordinary or mail trains. One carriage full of troops (32 adults) will be conveyed between Poona or Bombay and Deolali by mail train, which

504—*contd.*

Railway.	Mail.	Slow passenger.	Mixed.	
				will stop at the Delhi troop siding on application being made to the railway authorities. (*l*) Special mixed are run as required, with a minimum of 8 vehicles for troops.
Madras . . .	2(*m*)	2(*n*)	(*l*)	(*m*) Except on the north-west line between Madras and Raichur, where only 20 vehicle can be attached for the conveyance of troops; 32 troops and 15 followers, with baggage, being the maximum number to be despatched by mail train over this section. (*n*) With 15 followers and baggage.
South Indian . .	2	...	8	With 12 followers and baggage.
Nizam's . . .	4	4	8	
Southern Mahratta .	3	...	3	

(P. II, 216 A.) 505. On all State railways, and on the railways mentioned in the margin,* the maximum number of vehicles that can be attached to mixed trains (paragraph 504) is held, in cases of emergency, to include trucks and wagons adapted to run on passenger trains, when the military authorities require such vehicles to be attached to mixed trains for small despatches of transport animals and stores.

This rule will also apply in the case of slow passenger trains on the railways marginally-noted.†

* Great Indian Peninsula.
Madras.
East Indian.
Southern Mahratta, including Mysore.
Lucknow-Bareilly section of the Rohilcund-Kumaon.
Bengal and North-Western, including Tirhoot.
Rajputana-Malwa.
Indian Midland.
Bengal Central.
Bengal-Nagpur.
South Indian.
His Highness the Nizam's.

† East Indian.
North-Western.
Oudh and Rohilcund.
Indian Midland.
Eastern Bengal.
Bengal-Nagpur.
Bengal and North-Western, including Tirhoot.

(P. II, 22). 506. Whenever a detachment for an ordinary or mail train exceeds ten individuals, despatching officers should send Form F (I. A. Form R. 513) by post to the staff officers of all intermediate military stations, as well as to the transport sergeants of each rest-camp where

there is no staff officer, at which the train will halt, if possible two days previous to the despatch of such detachments, so that each station or rest-camp may be aware to what extent the accommodation allowed by paras. 502 and 518 will be available on the arrival of the train, the railway traffic authorities of each line receiving, if possible, 24 hours' notice before the troops are embarked on their respective lines of railway (*vide* para. 486).

Whenever details are despatched exceeding in number ten individuals and booked to an intermediate station, the despatching officer at the original station of embarkation will, on departure of the details, telegraph to the despatching officer at the station to which the troops are booked, the information required to enable him to complete arrangements for the onward progress of the troops to their destination.

507. Despatching officers must invariably give timely notice, accompanied by Form F (I. A. Form R. 513), of the intended despatch of troops, stores, treasure, etc., to the authorities at place of destination, in order that arrangements for their reception may be made. (P. II. 227.)

508. In submitting requisitions on the railway authorities for the conveyance of horses, mules, or other government cattle, the number of each will be entered in the warrant, and despatching officers are to state whether horse boxes or goods wagons are required, and also the description of train required, *i.e.*, passenger, goods, or extra, otherwise the animals will be despatched by passenger trains, and fares charged accordingly (P. II, 208.)

Payment will be made for such animals at ordinary tariff rates for the class of vehicle used on the actual number of animals conveyed whether belonging to or hired by Government or private property, entitled to conveyance at the public expense. (M. D. No. 1221 C., dated 24th July 1899.)

When such animals are despatched over railways which quote a lower rate for animals conveyed at owner's risk than at railway risk, they will invariably be regarded as being booked and carried at owner's risk at the lower rate, without any declaration to the effect that the animals are booked at owner's risk or the execution of risk notes by despatching officers.

509. If an officer, when travelling by ordinary or troop train, takes more horses than those for which he is entitled to conveyance, they will be entered in the warrant under the heading provided for the purpose. For these horses the owner must pay in cash to the station master; such payment to be the difference between the total charge for the whole of the horses and that which would have been (P. II. 377.)

509—*contd.*

payable by government had the number allowed free only been taken. All horses entered in the warrant, both public and private, will be booked as the property of one owner, *viz.*, government. The requisition for carriage (Form B for ordinary trains and Form C for special mixed, special passenger or troop extra train) should show the total number of horses for which accommodation is required.*

(P. II, 378.) 510. The charge for the conveyance of the horses will be made on the aggregate number of private horses conveyed, the officer commanding the troops being responsible for the allotment of the charge to, and the recovery on the spot of the amount from, each officer which should be clearly noted at the foot of the railway warrant (Form C). The amount recovered should be credited to government through the regimental or battery accounts.

(P. II, 381.) 511. The minimum rate charged by the East Indian Railway Company when a horse box is attached to a mail train between Howrah, Allahabad, and Jubbulpore, being the fare for three horses, a single charger can only be forwarded by mail between those stations on occasions of emergency, and on a certificate from the despatching officer that its conveyance by mail train is necessary.

(P. II, 382.) 512. Except in cases of movements by troop extra trains, separate warrants are to be granted for chargers and their attendants distinct from the officer's personal warrant. The number and date of the warrant granted for the officer's passage should invariably be quoted in red ink on that for the chargers.

(P. II, 204.) 513. The object of despatching troops by extra trains instead of by ordinary trains is two-fold :—

(i) to prevent inconvenience to the public and loss to the railway from the stations and ordinary trains being crowded with large bodies of troops, who have the priority over all other traffic ; and

(ii) to suit the convenience of the military service when large bodies of troops have to be moved. In such cases, it is convenient for the trains to start from, and arrive at, the different rest-camps so as to avoid, as far as possible, exposure to the sun, and to admit of men getting their meals comfortably cooked.

(P. II, 200.) 514. Each railway will be required to provide its own passenger carriages and brake-vans at the junction stations or at the nearest rest-camp to the junction. But hospital carriages, baggage wagons,

* This rule is not applicable on the Madras railway, on which line extra horses and ponies taken by officers must be paid for separately at the rates demanded by the Company.
Horses are not carried on the Darjeeling-Himalayan railway.

horse-boxes, ammunition wagons, and vehicles other than carriages and brake-vans will run through to destination; the military department to pay the excess mileage, demurrage, or penalty for wrong sending for carriages of one line taken on to another line in accordance with this rule.

Independently of this, the different railways will be at liberty to arrange among themselves for passenger carriages and brake-vans to run through if convenient, making no extra charge to government on account of mileage. Demurrage on the owning line will be paid by the military department for detentions of stock, to suit the military authorities, in excess of the ordinary allowance, as also charges on account of engines and vehicles supplied and subsequently countermanded (see paras. 515 and 524).

In cases of urgent movements of troops, where opportunity has not been afforded to the railway authorities for the transhipment of passenger vehicles at a junction or the nearest rest-camp, the "vehicle mileage" rate fixed from time to time by the railway conferences should be paid for one way only, in addition to the ordinary payment per troop seat.

515. A charge of 2 annas per mile per vehicle will be allowed for working vehicles to any station where they are ordered by the military authorities to be supplied for a troop extra train, and not used. (P. II, 219)

516. On State railways troop extra trains will run at an average through speed, not less than 12 miles an hour, exclusive of all halts required by the military authorities. (P. II, 220.)

517. Special passenger trains are to be run at an average through speed on the main line of 20 miles an hour, and special mixed trains at an average through speed of 15 miles an hour. On the South Indian railway "special passenger" and "special mixed" trains will be run at an average through speed of 12 miles an hour. These speeds are in all cases to be exclusive of all halts that may be required by the military authorities, and also of the time occupied upon the ghâts.[1] (P. II, 221.)

[1] In the case of troop extra trains, the time allowed on the ghâts, either up or down, between Lanoli and Karjat, is one hour and fifty minutes, and between Kasara and Igatpuri, one hour and ten minutes. If, however, a troop extra train consists in the fair season of more than 14 vehicles in all upon the Bhore Ghât, and 15 vehicles in all on the Thull Ghât, it has to be run over the ghât in two trips, and therefore forty minutes must be added to the time occupied in each case, on either ghât to the time given above. In the monsoon the number of vehicles taken over each of the ghâts in each trip is one less than in the fair season. In the case of special mixed trains, the time, either up or down, between Karjat and Lanoli, is two hours forty minutes, and between Kasara and Igatpuri, one hour and fifty minutes. These times allow for the double trips over the ghâts.

Sec. V.

Transport by Railway—Composition and Capacity of Trains.

(P. II, 205, 217.)

518. The following table shows the "maximum" (including two brake-vans) and "minimum" (excluding two brake-vans) numbers of vehicles for troop extra trains :—

	PUNJAB & BENGAL.				BOMBAY					MADRAS							
	Special Passenger.	Special Mixed.			Special Passenger		Special Mixed.			Special Passenger				Special Mixed.			
	Bengal-Nagpur Railway.	Bengal-Nagpur Railway.	Broad-gauge.	Metre-gauge (State).	Great India Peninsula Railway.	Bombay, Baroda and Central India Railway.	Great India Peninsula Railway.	Bombay, Baroda and Central India Railway.	Metre-gauge (State).	Burma State Railway.	Southern Mahratta Railway.	Madras Railway.	South Indian Railway.		Burma State Railway.	Southern Mahratta Railway.	Madras Railway.	South Indian Railway.
Maximum number supplied by Railway Company.	25	30	(a) 35	22	22	27	27	32	22	25	18	30	20 (c) 25	Between Erode and Tr[illegible], Madras and Tr[illegible] Else here.		24	[illegible]
Minimum number to be paid for by Government.	16	8	16 13 (b)	12	16	16	4	8	12	16	12	16	16		8	12	8 (d)

(a) Between Allahabad and Jubbulpore, 25; and *vice versâ* 30.
" Kotri and Karachi, Lala Musa and Domeli and Rawal Pindi and Peshawar Cantonment, 15.
" Domeli and Rawal Pindi, 17.
" Sibi and Nari, 40.
" Nari and Bostan, 11, one engine; 21, two engines.
" Bostan and Quetta, and Bostan and Gulistan, 25, one engine; 45, two engines.
" Gulistan and Kila Abdulla, 11, one engine; 22, two engines.
" Kila Abdulla and Chaman, 8, one engine; 16, two engines, 11, single twin engine.

(b) Between Lahore and Peshawar.

(c) On the South Indian railway, special mixed trains can only be arranged with the Traffic Manager on the condition that there is at the time a sufficient number of trucks of goods awaiting despatch to make up the full load of a mixed train.

(d) When special mixed trains can be arranged for by the Madras railway for only part of the [illegible] they are paid for on the basis of a charge for [illegible] vehicles over each portion of the [illegible] traffic admits of, the Company making up the complement of the train; and of a charge for 16 vehicles over sections where the full load cannot be made up. Such charges should be supported by an extract from the guard's journal.

(e) The minimum number of vehicles to be paid for on the section of the Sind Peshin railway shall be 11.

519. When entering in the warrant the number of seats, etc., required, it will be necessary for the despatching officer to estimate the number of vehicles required, in order to see that the maximum is not exceeded. He should ascertain from the railway authorities whether 2nd or 3rd class carriages will be supplied for soldiers. When the number of vehicles, exclusive of two brake-vans, is short of the minimum, the deficiency will be paid for at a vehicle mileage rate to be specially fixed for each railway. Cases may arise in which, owing to difference in the minimum, through booking over two or more railways may be undesirable, the troops will then be booked to the junction only, or nearest rest-camp. (P. II, 205.)

520. Despatching officers are held responsible that their requisitions for seats, etc., do not exceed the amount of accommodation sanctioned by government for the number of troops to be despatched. At the same time they must be careful that the railway authorities provide accommodation equal to that laid down in para. 455. (P. II, 206.)

521. Transport and other officers entrusted with the despatch of troops by troop extra train are permitted, whenever circumstances render such a course necessary, to exercise their discretion in taking up an entire vehicle when only a small portion of one is required, or by sending the extra details by ordinary train. (P. II, 207.)

522. The words "troop extra," "special passenger," or "special mixed" will be entered in railway warrant Form C (I. A. Form R. 520) by the despatching officer according to the class of train employed. (P. II, 222.)

523. Special trains running at express speed are not required except under exceptional circumstances; despatching officers therefore are not authorised to make requisitions on the railway authorities for such trains without having previously obtained sanction from Command head-quarters. (P. II, 210.)

524. Officers, when arranging for the despatch of troops, should bear in mind that, in ordering an extra or special train for troops, government is held liable for the actual cost incurred on the arrangements for the train being perfected. Despatching officers are, therefore, responsible for such cost should the troops not be despatched by the train ordered, or if a train ordered for troops is countermanded, owing to such troops not being at the railway station by the appointed time. If, however, the delay is proved to be in consequence of the action of the regimental authorities, the responsibility will devolve upon the officer in fault. (P. II, 211.)

(P. II, 209.) 525. The troop extra train, according to requisition, will be made over by the railway to the military despatching authority, who is responsible that the carriages are properly filled. A railway official should always be present, but, provided no greater number of persons or amount of baggage are placed in carriages or wagons than the same are calculated to hold, the despatching officer should not be interfered with.

(P. II, 212.) 526. The arrangement of the various carriages and trucks in all trains required for the conveyance of troops will be left to the railway authorities, acting in concert with staff and commanding officers It is, however, incumbent on the officer superintending the despatch of troops to draw attention to any irregularity that may be noticed in the fastening of doors, supply of proper carriages, baggage or ammunition vans, and their position in the train with reference to proximity to the engine or anything else objectionable. Such representations, however, must be confined to verbal, or, if possible, written, remonstrance; no other interference can be permitted.

(P. II, 213.) 527. Officers commanding troops proceeding by railway incur heavy responsibility by interference with a traffic manager's or a station master's arrangements, and they are required to conform to the rules and regulations established for the government of such railways, and to act in co-operation with the railway authorities

(P. II, 257.) 528. When making requisitions for troop trains, the despatching officer will invariably give timely notice to the traffic manager of each line over which the train will pass, of the date and hour of departure, and of all halts considered necessary *en route;* these, with their duration, will be entered by the railway officials in the time tables for the guidance of officers proceeding in charge of the troops, and no stoppages, other than those entered in the tables are to be made without the consent of the railway authorities.

(P. II, 256.) 529. A report of the departure of a train should in all cases be made by telegraph to the rest-camp where the troops are to halt. A time bill, I. A. Form R. 530, will be furnished by the despatching officer at original station of despatch to all details travelling by rail. The hours and dates noted in the time bill are to be strictly adhered to. Any deviation therefrom ordered by authority should be noted and explained on reverse by the officer or non-commissioned officer who issued the order, and who will at once notify the change in the original plan of despatch to all concerned (*vide* paras. 506 and 507).

(P. II, 253.) 530. Troops should not (except in emergencies) be required to travel for longer daily continuous periods than twelve hours.

531. Between the 15th November and 1st March, it is considered preferable that troops travelling by rail should move by day, provided the movements can be completed between the hours of 6 A.M. and 5 P.M., but general officers commanding districts are empowered to use their discretion in the matter. (P. II, 254.)

532. When mounted troops are conveyed long journeys by railway, an officer and non-commissioned officer should be sent forward to have buckets and water ready for watering the horses at convenient halting-stations. It should be ascertained by despatching officers in arranging for all moves by rail, of guns, horses, and cattle, whether proper facilities exist, or will be provided, for entraining and disentraining them. (P. II, 255.)

533. Corps in possession of pakhali bullocks will take them when moving by rail into district camps or when leaving the railway at points where bullocks are not easily procurable, or at any time when it may be more convenient or less expensive to government than the procedure prescribed in army regulations, India, volume V, paras. 1150 and 1809A. (P. II, 363.)

534. All persons travelling by railway at the government expense who may cause injury to the railway property, are liable to be sued by the railway authorities in the nearest civil court. (P. II, 214.)

535. In like manner, soldiers are liable to civil process for any infringement of the railway acts, and commanding officers are held responsible for their men being duly cautioned. (P. II, 215.)

536. When corps or batteries carry ammunition with them, it will be conveyed under arrangements which will be made by the railway authorities concerned, on the weight and number of the cases for which conveyance is required being noted in Form A (I. A. Form R. 526). (P. II, 268.)

Detailed instructions regarding the conveyance of ammunition and gunpowder by rail will be found in Appendix VI.

537. I.—When it may be necessary to send ammunition other than regimental, or any kind of government stores, unaccompanied by troops, by railway, despatching officers are to apply to the nearest commissariat officer, who will issue a railway credit note.

II.—Officers must intimate to the nearest executive commissariat officer the nature of the stores, whether ordnance or commissariat, and the quantity and weight of each case or package, and the name of the place to which addressed.

537—*contd.*

III.—The commissariat officer will, in reply, state whether the stores are to be sent to his office to be forwarded with other public stores, or whether they are to be forwarded (with the railway credit note which the commissariat officer will supply) direct to the railway station or to the post office, as the case may require.

538. Railway credit notes issued by commissariat officers must have legibly inscribed on them the words "commissariat" or "ordnance," according to the nature of the stores to be despatched and the name in red, of the expedition, if the stores be despatched on account of any expedition. For form of credit note, see Form H, Commissariat Form 161.

539. The following officers are authorised to issue railway credit notes for stores to be despatched from depôts, factories, etc.:—

(*a*) Medical storekeepers.

(*b*) Superintendent, Army Clothing.

(*c*) Superintendent, Mathematical Instrument Department.

N.B.—*If the credit notes be on account of any expedition or special service, the name of the same is to be stamped or marked, in red, in a conspicuous place on the credit note.*

(P. II, 269.) 540. When treasure is ordered to be despatched by railway under charge of a military guard, reports will be sent from station of departure to that of destination by officers commanding, specifying the day and hour of departure, the amount of treasure, and number and weight of cases, in order to admit of guards and conveyances being ready at the railway terminus for its onward progress.

(P. II, 270.) 541. On arrival at the railway station, the treasure is to be deposited in the carriage or compartment allotted by the authorities (and in which no parcels or goods save the treasure are to be placed, and to which no persons whatever, but the escort and railway guards, are to have access), and the commissioned or non-commissioned officer in charge will make the necessary arrangements for its safe protection during the journey.

Refreshments.

(P. II, 265.) 542. When troops are travelling under command of an officer his sanction must be obtained before they can be supplied with liquor from railway refreshment rooms.

(P. II, 265.) 543. With reference to clause 2 of paragraph 348, army regulations, India, vol. V, soldiers and their families travelling by rail alone, or in small parties not under the command of an officer, will, on application at 2nd class refreshment rooms and provided the men are in uniform, be supplied on payment with refreshments at the undermentioned rates:—

"For standard meal consisting of a plate of meat, half a loaf of bread and a pint of tea or coffee . . . 6 annas.

"Or for a plate of meat and half a loaf of bread . 4 "

"For a pint of tea or coffee . . . . . 2 "

"(i) *On existing railways in Burma, the charge is 8 annas for a standard meal, which includes, in addition to above, a plate of curry and rice.*

"*Or for a plate of meat and half a loaf of bread . . 4 annas.*

"*For a cup of tea or coffee . . . . . 1 anna.*

"*The charge for a cup of tea or coffee on the Nizam's railway is . . . . . 1* "

"(ii) *In order to ensure the provision of meals for troops, 48 hours' notice should be given to refreshment room contractors by staff officers, when the parties exceed 10 in number, but the usual notice as for the general public in the case of individuals or parties of less than 10 will be sufficient. In all cases, whether of soldiers travelling singly or in small parties or in parties exceeding 10 in number, soldiers requiring standard meals should intimate their requirements to station masters, or to the guards of trains by which they are travelling, in view to refreshment contractors at onward stations being given timely notice by wire.*

"(iii) *One pint of beer also for each man provided he is sober, or for each woman, will be obtainable at refreshment rooms on payment of the following rates:—*

"*For draught beer . . . . . 4 annas per pint.*

"*Or where draught beer is not kept, one pint bottle of beer . . . . . 6* " "

"(iv) *At all stations where the refreshment rooms are controlled by Messrs. Kellner and Company, soldiers and their families can procure aerated waters at the following rates:—*

"*Soda . . . . . 2 annas per bottle.*

"*Lemonade . . . . . 2½* " " "

"*Tonic . . . . . 3* " " "

Rest Camps.

544. Rest-camps are provided for troops at the following stations where the train will usually halt for 12 hours and the men be accommodated in barracks or tents:— (P. II, 358.)

		Miles.
East Indian railway	From Calcutta to—	
	Asansol (*a*)	132
	Dinapore (*c*)	212
	Allahabad (*a*)	220
	Cawnpore (*a*)	120
	Aligarh (*c*)	192
East Indian and Delhi-Umballa-Kalka railway.	Umballa (*a*)	201
North Western railway.	Mean Meer (West) (*a*)	161
	Rawal Pindi (*a*)	183
Indian Midland railway.	From Tundla to—	
	Jhansi (*a*)	154
	From Cawnpore to—	
	Jhansi (*a*)	137
	Hoshangabad (*a*)	227

544—*contd.*

		Miles.
Oudh and Rohilcund railway. (*g*)	From Mogul Serai to—	
	Fyzabad (*f*)	17
	Bareilly (*d*)	225
East Indian railway	From Allahabad to—	
	Jubbulpore (*a*)	228
Great Indian Peninsula railway.	Khandwa (*c*)	263
	Manmad (*c*), (*d*)	191
	Deolali (*c*)	49
	Igatpuri (*b*)	24
	Kalyan (*c*), (*d*)	52
	From Nagpore to—	
	Akola (*c*), (*e*)	158
	Deolali (*a*)	249
	From Bombay to—	
	Poona (*c*)	119
	Dhond (*d*)	41
	Wadi (*e*)	310
Bombay, Baroda and Central India railway.	From Bombay to—	
	Bulsur (*c*)	125
	Ahmedabad (*c*)	195
Madras railway (*f*)	From Madras to Guntakal (*c*), (*e*)	275
	From Calicut to Podanur (*c*), (*e*)	111
	Bangalore (*h*)	257
	From Podanur to Mettapollium (*c*)	25
Southern Mahratta railway.	From Bangalore to Guntakal (*c*), (*e*	174
Madras and Great Indian Peninsula railways.	From Guntakal to Wadi (*e*)	142

(P. II, 259.) 545. Persons unconnected with these camps are to be forbidden admission thereto, except with passes duly signed by staff or commanding officers, and the necessary arrangements for enforcing this order will be made by general officers in command.

(P. II, 260.) 546. At each rest-camp a transport sergeant, an official belonging to the commissariat department, and a small establishment of servants will be provided for the purpose of preparing rations, attending to the conservancy of the camp, etc.; cots, tables, cooking-pots and half casks for bathing will also be provided for the use of officers and troops.

(*a*) For British troops only.

(*b*) For Native troops only.

(*c*) For British and Native troops.

(*d*) Opened only as occasion may require.

(*e*) Opened only during the trooping and at such other times as occasion may require.

(*f*) At Fyzabad and Raichur rest-camps can be arranged for, if necessary, with the officer commanding Southern and Secunderabad districts.

(*g*) Temporary rest-camp arrangements are made at Fyzabad and Bareilly, when required for large bodies of troops moving *viâ* the Oudh and Rohilcund railway between Mogul Serai and Saharanpore; small parties are attached to corps in garrison.

(*h*) Temporary rest-camp arrangements are made at Bangalore when required for parties of troops in excess of twenty moving by the Southern Mahratta Railway between Guntakal and Bangalore, en route to or from stations in the Southern district. Parties of not more than twenty are attached to corps in garrison.

547. The duties of the transport sergeant are— (P. II, 261.)

I.—To attend the arrival and departure of all detachments.

II.—To take charge of all boards of orders, and to show them to commissioned and non-commissioned officers in charge of detachments on their arrival.

III.—To render assistance and give information to officers.

IV.—To see to the preservation of the barracks or tents, and to the cleanliness and good order of the camp.

V.—To see that no fires are lighted near tents or buildings either by cooks or officers' servants.

VI.—To prevent forbidden articles of consumption being sold in the camp.

VII.—To allow no unauthorised person to enter the rest-camp. All persons permitted to enter the rest-camp to be supplied with passes signed by the officer in charge.

VIII.—To forward the arrival and departure report of troops, Form G (I. A. Form R. 514) signed by the commanding officer, to the despatching officers, as soon as possible after the arrival and departure of the detachment.

IX.—To acquaint the officers in command of each detachment with the hour of departure of the train, and the time at which the troops should be marched to the railway platform.

X.—To report any irregularity to the despatching officer.

XI.—The transport sergeant is on no account to sign a railway warrant authorising passages, but in the absence of any commissioned officer, he is empowered to sign the certificate at the back of the warrant that conveyance has been provided.

548. At stations of departure, the officer commanding any troops ordered to move is responsible that the commissariat department notify to the next rest-camp the number of rations required for the troops under his command. In the absence of an officer in command the duty of ascertaining that such notice has been duly despatched devolves on the despatching officer, or, in his absence, on the transport sergeant. (P. II, 262.)

549. The following rules are to be furnished for the guidance of officers arriving at rest-camps in charge of troops:— (P. II, 263.)

I.—Officers in command of troops arriving at a military station are not required to report themselves personally at the station staff office.

549—*contd.*

II.—They will send an arrival and departure report to the station staff or despatching officer according to Form G (I. A. Form R. 514), which will be furnished by the transport sergeant.

III.—All reports and service letters will be forwarded by the transport sergeant to the office of the station staff or despatching officer.

IV.—Information of the departure of the trains, and the time at which the troops should be marched to the railway platform, will appear in rest-camp orders or will be given by the transport sergeant. No one should be allowed on the platform or to enter the carriages before the appointed hour.

V.—Soldiers are not to be allowed on the line of railway, nor are soldiers from the cantonments to be on the passenger platform without a pass signed by their commanding officer.

VI.—The troops are to be cautioned against damaging the barracks, furniture, or tentage, etc.[1]

VII.—No men are to be left behind sick unless by certificate from the officer in medical charge of the camp.

VIII.—Coffee shops will also, when practicable, be established.

IX.—Lights in public tents must be secured in lanterns; and the senior non-commissioned officer in each tent is held responsible that the lanterns are placed in a safe position, and not removed therefrom while the light remains burning.

(P.II, 88, 264.) (P. II, 88.) 550. Carriage for the transport of women and children, invalids and of the baggage of troops from railway station to an adjacent rest barrack or camp and *vice versâ*, will be provided under the following arrangements:—

I.—The submission of regular indents is not in such cases necessary; it will be sufficient for the staff officer to forward to the executive commissariat officer a memorandum of the number of troops for whom carriage is required, which, in the case of those expected, may be

[1] All petty damages will be charged to the State, but all proved wilful or serious damages will be charged against the individual or detachment who may have caused them.

extracted from Form F (I. A. Form R. 513, para. 507), or from the telegraphic notice of their despatch (para. 529).

II.—On the above memorandum the executive commissariat officer will supply the carriage, and the officer commanding the troops will certify that it has been provided.

III.—Carriage is only to be provided *at the public expense for* baggage, the free transport of which by railway is authorised. Carriage required for excess baggage must be paid for.

IV.—In the case of invalids or small parties travelling with families, coolies will be supplied as above.

551. Carriage will be supplied for personal conveyance and carts for conveyance of baggage of families of European soldiers to and from the barracks at Colaba and Poona, and the railway stations in Bombay and Poona. When suitable government carriage cannot be furnished hack shigrams or buggies should be hired for their personal conveyance (*vide* also paras. 465 and 466). (P. II, 89.)

Entraining Troops—General Instructions.

552. Officers commanding troops proceeding by railway are to warn their men of the danger of attempting to get out of carriages in motion. (P. I, 273.)

553. When troops are ordered to move by railway, an officer and an intelligent non-commissioned officer, will precede them, and, under direction of the despatching officer, will label or mark off with a piece of chalk on the foot-board of passenger carriages, and in a conspicuous place on the side of the cattle-trucks and horse-boxes, the troops, battery, or company allotted to them, and the number of men or horses each will hold. The bottoms of cattle-trucks should be carefully inspected the day before being used for the conveyance of horses, as accidents are likely to arise from the planks being unsound. (P. II, 274.)

554. The troops themselves should arrive at the station 40 minutes before the time named for the departure of the train, the families preceding the troops under the charge of an officer or non-commissioned officer furnished with a nominal list, and with orders to see them placed at once in their carriages. The sick should ordinarily arrive at the station 40 minutes before the train starts. The hospital (P. II, 275.)

554—*contd.*
accommodation allotted will be pointed out to the officer or subordinate in medical charge by the despatching officer.

(P. II, 276.) 555. Madras time is kept on all railways, except those east of Calcutta, and notification should be made in orders of the difference between such time and the true time at military stations on all occasions of the movement of troops by rail.

(P. II, 277.) 556. The women with their children should be counted as they enter the carriages in the presence of a railway official, and they should be discouraged, as much as possible, from taking with them in the carriages an inordinate quantity of bundles, tending to the discomfort of all.

(P. II, 278.) 557. When the troops are ready to entrain, they will be numbered and divided into parties corresponding to the number of the carriages, a non-commissioned officer being, if possible, detailed for every compartment. In cases where this is not practicable, a steady soldier is to be placed in charge; the troops will then be marched, party by party, into the carriages.

(P. II, 279.) 558. The doors on the off side only of the passenger carriages composing a troop train will remain locked during the journey, and the senior non-commissioned officer or soldier in charge of the compartment will be seated near the unlocked door, and be held responsible that no men leave the carriage except at stations where the train purposely stops to admit of their doing so.

(P. II, 280.) 559. Each man will retain possession of his arms, if racks or hooks are not provided, and accoutrements. The senior non-commissioned officer or soldier in each compartment will be made responsible that no damage occurs whilst the troops occupy it, and a memorandum will be taken at the time of entry, under the orders of the officer commanding the troops of the number of the carriage and compartment and the name of the senior man in charge, who will report to the officer deputed to go down the line for the purpose after the men are seated whether each compartment is complete in its component parts and fittings, and again whether all is correct and uninjured, before the men leave the train; a railway official inspecting each compartment also, and reporting any deficiencies or breakages to the officer in command, who will settle all claims before the troops leave the railway premises. A schedule of charges for damages, etc., to vehicles is given in Appendix X.

(P. II, 281.) 560. When the train is ready to proceed, the "advance" will be sounded. Silence must be maintained until the train moves off: no shouting to be allowed and no man is to put his head out of a windo w

or leave a carriage without permission, or get out on the reverse side of the train, except when ordered by his officers or requested by the railway officials to do so.

561. On arrival at the place agreed upon for the train to halt, the officers will get out and go to their companies' carriages. Sentries from the quarter guard will be posted to prevent the men from straggling or getting out at the wrong side of the train. When these arrangements are completed the "Halt" will be sounded, and those who require to do so will get out of the train, leaving their arms in the carriages. (P. II, 282.)

562. Whenever, owing to the exigencies of the train service, a troop train is likely to be detained for more than five minutes at a station not agreed upon for a halt, the station master will inform the officer in command, so that the men may be permitted to leave the train for necessary purposes. (P. II, 283.)

563. When it is time to proceed, the "Close" will sound, on which the men will all return to their carriages; the officers will see that their men are *all* present, and having so reported to the commanding officer, the sergeant of the guard will be ordered to withdraw the sentries and return to his carriage. Lastly, the officers will get in, and the commanding officer will give directions that the train may proceed. (P. II, 284.)

Cavalry.

564. On arrival at the railway station the men will dismount and will be told off in sections corresponding with the capacity of the carriages provided. Having deposited their arms and accoutrements in some spot selected, in the same order in which they stood in the ranks, they will again be told off into sections of 3, 6, or 8 horses, according to the capacity of the horse-boxes or wagons. (P. II, 285.)

565. The sections will be numbered off from the right of the squadron, and they will afterwards file from the most convenient flank, each halting opposite the truck marked with the number of the section. A quiet horse should be selected to go in first, followed by No. 1 of the front rank of each section and then his rear rank horse. Should a horse be very restive, backing him in will generally succeed. (P. II, 286.)

565. As a rule, the first horse is to be led in and secured to the opposite side of the carriage by the bridoon reins and the head collar chains or head ropes, either to a ring placed for the purpose, or to (P. II, 287.)

566—*contd.*

the bars of the truck. The other horses will follow in order, each dragoon taking off the bridle bit, hanging it round the horse's neck, and leaving the truck the moment he has secured his horse.

(P. II, 288.) 567. The horses' heads, when it is possible, should be placed facing away from the second line of rails, as the horses are easily frightened by trains and engines passing. The moment the last horse is in, the door must be at once shut and the fastenings of the trucks afterwards carefully examined by a railway official.

(P. II, 289.) 568. A non-commissioned officer and a couple of intelligent men from each troop, previously told off for the purpose, will go round and examine the fastenings of all the troop horses, and make such alterations as may be necessary under the personal superintendence of the troop officers.

(P. II, 290.) 569. The men, when the whole of the horses of the section to which they belong have been entrained, should at once proceed to the spot where they have left their arms, cloaks, etc, which they will resume and fall in; they will also be desired to remember the number and position of the truck containing their horses, and to fall in in front of it when they are ordered to disentrain.

(P. II, 291.) 570. In a lancer regiment certain men, previously told off, will collect the lances and deposit them the leading troops in the front brake-van, and the other troops in the rear brake-van.

(P. II, 292.) 571. When it is intended to water and feed the horses during a halt, the "*Feed*" will be sounded, when the men will get out of their carriages and proceed at once to the trucks containing their horses—water in buckets having been provided by previous arrangement one man will then get into the truck and water each horse in succession, the buckets being passed to him from the outside. The horses may then be fed with corn from the nose-bag in the usual manner.

(P. II, 293.) 572. On arrival at the destination, the "*Halt*" is to be sounded, when the men will get out and fall in opposite the carriages, and will be marched to some convenient spot selected by the commanding officer to deposit their arms and cloaks. They will then fall in again near the trucks; should, however, the cloaks have been left on the saddles, the men can get the horses out with their swords on and carbines under their arms.

(P. II, 294.) 573. The door of each truck is then let down, and a mat, or loose straw, if it can be procured, spread upon it; the horse opposite the entrance is to be immediately bridled and led or backed out by the man to whom it belongs, the horses to the right and left following it

in turn. The troop will then be formed up in the most convenient place, and the horses again held until the arms, etc., are resumed and placed upon the saddle.

574. In a lancer regiment the men who collected the lances will take them out of the brake-vans, and bring them to the front of each troop, when a non-commissioned officer will superintend their distribution. (P. II, 295.)

575. The entraining and detraining of the officers' chargers from the horse-boxes should go on simultaneously with that of the troop horses, but, if possible, at a different part of the station. (P. II, 296.)

576. When the arrangements before detailed are properly carried out, the train can be ready to start in half an hour from the time of beginning to load, and even less time will be sufficient for unloading. (P. II, 297.)

577. Horses as a rule should be unsaddled when conveyed for very long distances by rail: the saddles or artillery harness will be carried in covered goods vans or brake-vans. (P. II, 298.)

A 10-ton covered goods van will hold the saddles of a squadron.

578. After the men have deposited their arms, etc., as already detailed, they will be ordered to unsaddle and hold their horses; they will then remove their saddles, bridles and appointments, and arrange them on the ground in a regular manner opposite to the wagon which has been told off to their respective squadrons. (P. II, 299.)

579. A non-commissioned officer and two men previously selected or each wagon will then pack the saddles in the goods wagon in a convenient manner so as to take up the least possible space. The same men will be employed to take them out and distribute them on arrival at destination. (P. II, 300.)

Artillery.

580. On the arrival of the battery at the station, it should be drawn up in the nearest convenient spot. The men will dismount and will be formed up two deep, take off their swords and accoutrements, and, some convenient place being selected, will lay them on the ground in the order each man stood in the ranks. (P. II, 301.)

581. The horses will then be unhooked, the traces hooked over their backs in the usual manner, and told off in sections according to the capacity of the cattle-trucks; each section will then file off to the truck allotted to it under the direction of the officer commanding the division, and be entrained in the same manner as laid down for (P. II, 302.)

581—*contd.*
cavalry (*see* para. 565). The gunners will assist the drivers to entrain the horses, and on the conclusion of this duty the whole will proceed to entrain the *matériel*.

(P. II, 303.) 582. In entraining the guns, wagons, and carriages, trucks for loading from a dock are, if possible, to be used; when, as is the case on some railways, the ends of these trucks let down and meet, the carriages of the battery may be run on from one to the other in a few minutes. These trucks, however, are not so convenient when there are no docks or other facilities for unloading, and should in such cases be avoided.

(P. II, 304.) 583. Trucks having sides letting down are next in point of convenience, and, lastly, low-sided trucks. Most of these take conveniently pairs of wheels.

(P. II, 305.) 584. Carriages must, when loaded from a dock, be run on to the truck unlimbered. The wheels must be well secured with lashing rope and scotches, the latter being generally procurable at railway stations. Should there be hay on the wagons, it is not to be suffered to remain during the journey, but must be placed in a luggage van.

(P. II, 306.) 585. Low-sided trucks are found on most railways; the loading on these requires more manual labour than on other trucks, as it is necessary to lift the carriage over the sides by main force. The gun (or wagon) and its limber are to be placed on the truck with the trail (or perch) and the shafts pointing inwards and resting on the floor.

(P. II, 307.) 586. Most trucks will take three pairs of wheels, but reference must be had to the weight which each truck is calculated to bear. In loading, the gun should first be placed on the truck close to one end, the trail on the floor; then its limber is to be backed upon it as close as possible, the shafts resting on the floor; the wagon limber is then to be placed on the truck the reverse way to the first limber, and its shafts elevated. Finally, the wagon body is to be entrained, perch pointing inwards and resting on the floor.

(P. II, 308.) 587. This mode of conveyance requires much lashing, and these large trucks are not recommended when others can be obtained. When used, they should, if possible, be loaded at the end, as the operation when performed from the platform is most laborious.

588. No projections, whether guns, shafts or spare wheels, are on any occasion to extend beyond the buffers.

589. The carriages being entrained and secured, the gunners will take up their swords and the whole detachment fall in two deep, and be told off in squads corresponding to the capacity of the compartments of the railway carriages. (P. II, 310.)

590. On the arrival of the train at its destination, the officers will get out first, and the trumpeter will be ordered to sound the "*Halt*," when the men will descend. The gunners will fall in, and be marched to a convenient spot to deposit their swords and accoutrements. Should the drivers have been wearing their cloaks, those of each subdivision will place them together where directed by the non-commissioned officer in charge. (P. II, 311.)

591. In the event of the platform not being of sufficient length to enable the entire train to draw up alongside it, the horses are to be detrained first. The door of each truck will be let down, a mat or straw placed upon it, and the horse opposite the door led or backed out, the rest following in turn. The horses are to be formed up at the discretion of the commanding officer, and the carriage trucks brought alongside the platform. (P. II, 312.)

592. The guns, etc., will be taken off by the gunners, and whether this is done at a dock or at the platform, the horses of each carriage will be hooked in as soon as it is detrained, and it will be drawn to the place of parade indicated by the commanding officer, so as to clear the ground as soon as possible. (P. II, 313.)

593. Should it be possible to detrain horses and *matériel* simultaneously in consequence of the capacity of the platform, it may be done. When this is the case, the gunners being unable to assist in detraining the horses, the non-commissioned officer of drivers should take the first horse of each pair out of the truck, the driver, following with the other, should then take charge of both horses. (P. II, 314.)

594. As it may become necessary to detrain without the aid of a platform of any sort, some strong skids, not less than 15 feet long, and some planks to form a ramp, should always be carried. In case of urgent necessity, two lengths of rail may be used for the same purpose; but it is believed that a small temporary platform may be made by the employés of the railway in a sufficiently short time in ordinary cases. (P. II, 315.)

595. On broad-gauge lines the whole of the guns and ammunition of a mountain battery can be packed in a powder-van. Mules will be unharnessed and placed, ordnance mules 8 in a wagon and baggage mules 10 in a wagon, line gear and forage for immediate use being stowed in space between mules. The harness of each half battery will be carried in a goods van. (P. II, 316.)

Infantry.

(P. II, 317.) 596. One sergeant for each company, one for the detail ordered to head-quarters, and one for the guard and prisoners, who will be under the officer sent on to mark the carriages, will be at the railway station 40 minutes before the time usually named for the departure of the train. The sergeants will previously ascertain with exactness what strength the companies and parties they represent will muster at the station; the guard and prisoners not to be included in the strength of their companies, as separate compartments will be told off for them.

(P. II, 318.) 597. The officer in charge of the above mentioned parties will then give over to the non-commissioned officers the compartments of the carriages for the accommodation of their men, etc. Each non-commissioned officer, as soon as the compartments for the party he represents are handed over to him, will mark on the foot-board of each compartment with a piece of chalk the name or letter of his party, and will then place himself opposite that one which is nearest the side from which the troops will approach the carriages.

(P. II, 319.) 598. The battalion will arrive at the railway station 40 minutes before the time usually named for the departure of the train, and will be halted by the commanding officer on ground which will be pointed out by the staff officer superintending the departure. Each company will then be told off into sections, and when this has been done, the battalion will move on to the platform in fours; when the rear of each company arrives at its marker, it will be ordered to halt, and turn towards the train, remaining in fours. Each captain will now move along the front of his company and point out to each section the compartment it is to occupy, and, having done so, will give the order "*Quick march*," when the men will move at once into their respective compartments.

(P. II, 320.) 599. Should a fatigue party be required to assist the baggage guard, the men will be directed to pile arms, and those detailed for this duty to take off their accoutrements, great-coats, etc., and to place them on or under the stands of arms. When the baggage is loaded, the fatigue party and baggage guard will rejoin their companies; the party will then unpile arms, come to attention, and enter the carriages as directed in the preceding paragraph.

(P. II, 321.) 600. When a fatigue party is not required, the troops will be directed to stand at ease or pile arms and break off (remaining close to their arms) until the train is ready for their reception, when they

will enter it as already described. In all cases soldiers will take with them their water bottles filled.

601. If racks or hooks are not provided, each man must retain possession of his rifle, unless the commanding officer should think fit to allow them to be placed upon the packages under the seats when this can be done, but they are never to be laid upon the floor of the carriage. (P. II, 322.)

602. When the train arrives at its destination, the officers will first get out and go to their company's carriages. On the "*Halt*" being sounded, the men will get out of the train with their rifles in their hands, and will fall in on the platform in the same order in which they entrained. (P. II, 323.)

603. The men are to be marched off in the same manner as they entered the station before starting, or the commanding officer may order the markers to be placed on some convenient spot outside the station, and on the "*Close*" being sounded, the men will form on their markers and will be told off in the ordinary manner. (P. II, 324.)

604. The chargers of mounted officers should be sent to the station along with the baggage, in view to their being placed in the horse-boxes before the arrival of the troops. (P. II, 325.)

SECTION VI.

TRANSPORT BY ROAD.

Passage Orders.

605. The undermentioned are authorised to grant a[illegible] passage orders (see para. 8 by horse or do[illegible] dâk, or h[illegible] (I. A. F. R. 511 or R. 503) and are enjoined to stamp all pass[illegible] with their office seal after signature and before issue as a [illegible] against fraud :—

(*i*) All officers of the quartermaster general's department the military secretary to his excellency the com[illegible] chief in India, and staff officers signing by [illegible] general officers commanding districts and officers [illegible] manding stations.

[P. II, 201 (iv).] (*ii*) The principal medical officer, her majesty's forces in India for himself, secretaries and office establishment, [illegible] proceeding with army head-quarters to or from Simla or on tours of inspection.

[P. II, 201 (vi).] (*iii*) The principal medical officers of commands for themselves personal assistants and office establishments.

(*iv*) Principal medical officers of districts may issue bullock train warrants for hospital attendants of the army hospital corps when proceeding departmentally on duty at the public expense.

All other passage warrants for conveyance off the line of railway except by river, will be issued by the local military authorities.

(*v*) All officers of the remount department for the conveyance of stores by government bullock train.

[P. II, 201 (xvi).] (*vi*) Assistant district recruiting officers for themselves.

[P. II, 201 (xix).] (*vii*) The director of military education in India for one chaprassie and office records.

[P. II, 201 (xx).] (*viii*) The inspector general of artillery in India for his office establishment and records.

[P. II, 201 (xxiii).] (*ix*) The principal veterinary officer in India and inspecting veterinary officers for themselves, when proceeding on tours of inspection.

(M. D. 1292 S. D., dated 20th October 1884.) (*x*) The director general of ordnance in India for himself and those directly under him, whenever necessary.

(*xi*) The rest camp sergeant, or the commissariat subordinate at Kalka for details moving to or from stations in the hills north of Kalka (*vide* appendix XVI).

(*xii*) Officers commanding British corps or detachments, for parties of soldiers of the strength of ten men and under when travelling on duty.

(*xiii*) Officers commanding corps or detachments, for native soldiers and regimental followers and for hospital assistants attached to corps.

Dâk.

606. An officer or *lady nurse* entitled to travel on warrant by railway at the public expense is also entitled to a warrant by horse or doolie dâk for such portion of the journey as must be made by road [for exceptions, see paras. 77 (v) and (xiii) and 95 (i) (c)]. (P. II, 453.)

An honorary commissioned or departmental warrant officer (except when proceeding to another station to appear before a medical board, or to a port in view to embarking for the United Kingdom or the colonies on retirement or on leave on medical certificate), and a civilian mechanic (*when not drawing mileage allowance*), are similarly entitled to dâk conveyance.

When it is impossible to obtain such authority, or this mode of conveyance is not available, actual travelling expenses, within authorised limits, are admissible.

The conditions of this paragraph are also applicable to a clerk accompanying the commander-in-chief, an officer of army head-quarters, or a lieutenant-general commanding the forces in Punjab, Bengal, Madras or Bombay, on journeys not provided for in these regulations

607. In special or emergent cases, where expeditious travelling of departmental non-commissioned officers by dâk carriage is deemed to be absolutely necessary, and ordered by competent authority, on permanent duty to a station at least five miles distant, the departmental executive officers will furnish the dâk for such journeys, or if this should be impracticable, or inconvenient, they will allow the non-commissioned subordinates to make the necessary arrangements, and, if requisite, provide them with an advance for the purpose; the actual expenses incurred, after being duly checked and vouched for, being charged in a contingent bill. [P. II, 539 (*c*).]

608. The despatch of regimental warrant and non-commissioned officers and men by dâk, except in very urgent and exceptional cases, *vide* paras. 609 and 644, is prohibited. (P. II, 452.) (P. II, 613.)

609. At all stations where there are government dâks, they are to be employed as far as practicable. When necessary, conveyances of private companies may be used, provided the charges for a whole carriage for field officers, and for one inside and one outside seat for (P. II, 9, 458 and app. XXXII.)

609—*contd.*

officers below that rank, do not exceed the advertised rates for private passengers; the rates charged are to be entered in red ink across the warrant by the officer who issues it.

Any sick soldiers, or their families sent to the hills for change of air (see para. 644), may on recommendation of the medical officer, be forwarded by government horse dâk; ordinary traffic permitting two men or one family being accommodated in each carriage.

(P. II, 498.) 610. For the special arrangements for the transport of details on the hills north of Kalka, see appendix XVI.

611. For the special arrangements for the transport of details on the Mettapollium-Wellington line, see appendix XVII.

(P. II, 595 II.) 612. Civilian clerks of the commissariat and ordnance departments, clerks of district principal medical officers, and those serving under the uncovenanted service rules in military staff offices, and commissariat agents and store-keepers, entitled to free passage by road, draw mileage under para. 1127, civil service regulations, in cases not otherwise provided for if they cannot be supplied with warrants.

613. The following is the accommodation authorised for all ranks provided with free passage by dâk:—

		Horse dâk.	Tonga dâk.*	Jhampan, doolie or palkee dâk.	Camel, mule or pony riding).
(M. D. 17 C., dated 3rd January 1895.)	His excellency the commander-in-chief in India and family.	Discretional as regards number and description of vehicles required.	Discretional as regards number and description of vehicles required.	Discretional .	Discretional.
[P. II, 459 (*b*), 460.]	Field officer	A whole carriage (for self and servant).	A whole tonga (for self and servant)	†	†
[P. II, 459 (*b*), 460, 666.]	Captain, subaltern, civilian mechanics when not drawing mileage allowance. Native A. D. C. to the viceroy, governors or commander-in-chief of lieutenant-general commanding forces; departmental warrant officer .	† One inside seat for self and one outside seat for servant.	† One seat for self and one for servant.		
(P. II, 524.)	Lady nurse	A whole carriage (for self and servant).	A whole tonga (for self and servant).	†	
(P. II, 452.)	‡ Family of an officer promoted from the ranks.	As required . .	As required.		
(P. II, 462.)	Clerk or draughtsman of India army head-quarters, or the office of the director general of ordnance in India, on the Simla-Kalka line, each journey— (*i*) for himself . . .		An allowance of Rs. 20.		

(P. II, 460.) * Whenever practicable, 24 hours' notice will be given to the postal authorities or dâk company concerned, to enable them to arrange for the necessary seats in the "ordinary" or "mail" services and only when the seats authorised are not available, is an express tonga to be provided. A certificate to this effect will be entered at foot of the warrant by the postal authorities or agents of the dâk company at the despatching station.

(P. II, 468.) When travelling by riding dâk (camel, mule or pony) or by doolie dâk, two coolies are allowed for baggage. Should, however, coolies be not available or be more expensive than a baggage animal, then a second animal is allowed in lieu of the two coolies.

† When ekkas only are available, one ekka for the officer or person travelling and one for his servant and baggage are authorised.

‡ See para. 102.

Transport of Troops by Road—Accommodation by Bullock Train. Sec. VI.

	Horse dâk.	Tonga dâk.*	Jhampan, dooly or palkee dâk.	Camel, mule or pony (riding).	
(2) for his family . .		For wife with one child only, Rs. 30. For wife with two or more children, Rs. 50.			
Clerk accompanying a commander-in-chief, officer of army headquarters or lieutenant-general commanding or officer of command headquarters when out in receipt of a money allowance (vide next entry).	* One inside and one outside seat.	* One seat for self and 1 seat for servant.		1	(P. II, 453.)
Clerk of command headquarters accompanying lieutenant-general commanding or heads of departments on tour of inspection, for the road journey between the hills and the plains and *vice versâ*.					
Punjab.—From Murree to Rawal Pindi and *vice versâ* . .	 30				
Bengal.—From Naini Tal to Kathgodam and *vice versâ* . .	 12				
Bombay.—From Vathar to Mahableshwar and *vice versâ* . .	 16				
Madras.—From Ootacamund to Mettapalliam. From Mettapalliam to Ootacamund.	. . . 34 . . . 48				
Families of British troops proceeding to hill stations to which cart roads have not been constructed. In Punjab, Bengal, and Bombay.		1 woman, with not more than 4 child under 4 years.	1 chair and 6 coolies.†		(P. II, 123 and 468.)
		Each child of or above 12 years.	1 chair and 4 coolies.		
		1 or 2 children between 8 and 12 years.	Ditto.		
		1, 2 or 3 children under 8 years.	Ditto.		

* When ekkas only are available, one ekka for the officer or person travelling and one for his servant and baggage are authorised.

† Eight coolies are allowed for each chair on the hills north of Kalka. *Vide* appendix XVI, para. III

Bullock Train.

614. The following is the accommodation authorised for all ranks provided with free passage by bullock train.

(I) Travelling by ordinary passenger service :—

Officers and departmental warrant officers proceeding singly . . . . . 1 cart. (P. II, 472.)

Officers below field rank, and departmental warrant officers, if two travel together . . . . . 2 to each cart.

Families of British troops proceeding to or from a hill depôt 1 family to each cart. [P. II, 469(a).]

All others, including families travelling otherwise than to or from a hill depôt } The same accommodation as public passengers, *viz.* : Adults, each . . 1 seat. (M. D. 914C., dated 16th June 1899.)

All children over, and every 2 under 12 years of age count as adults.

(II) Despatched otherwise than by ordinary passenger service :— (P. II, 472, 638.)

General officer commanding a district . . . 1 two-wheeled cart

Commanding officer of a regiment . . . 1 ditto.

Other officers, if proceeding singly . . . . 1 ditto.

614—*contd.*

Other officers, if two travel together	1	two-wheeled cart.
Warrant officer, for self, baggage, and servants	1	ditto.
For one adult European of either sex, and baggage	1	ditto.
For two or three Europeans of the same sex, and baggage	1	ditto.
For one or two married couples, each couple and baggage	1	ditto.
For three married couples (one for the men and one for the women)	2	two-wheeled carts.
For four adult persons and baggage, or for one or two officers and baggage	1	four-wheeled cart or wagon.

For larger numbers the same proportion will be adopted. Accommodation will be allotted for children in the proportion of two children to one adult: individuals of both sexes above the age of twelve years are to be considered adults.

Country Cart.

615. The following is the accommodation authorised for all ranks provided with free conveyance by country carts each drawn by 2 bullocks :—

(*a*) Officers and departmental warrant officers travelling singly each	1 cart.
Officers below field rank and departmental warrant officers, if two travel together	2 to each cart.
Families of British Troops.	
[P. II, 469 (*a*) and (*b*).] [App. IV, note (*o*), page 187.] (*b*) When marching with their corps or detachment thereof, except when it has just arrived in the country, *vide* clause (*d*).	* 1 cart for every two families, should there be but one soldier's family on the march, a sum equal to half the hire of a two-bullock cart is issued to the soldier for the conveyance of his family.
[P. II, 469 (*c*).] (*c*) When proceeding to or from a hill depôt excepting when wives of soldiers without children travel on the same day without their husbands, in which case only one two-bullock cart for every two such women is allowed.	* One cart for each family.
Children travelling separately from their parents will also be allowed carriage at the rate of one two-bullock cart per two adults, each child above 12 being calculated as an adult, those below 12 as half an adult.	
P. [II, 469 (*d*).] (*d*) When marching with their regiment, or battery, or detachment thereof, immediately after its arrival in the country, and when there is no canteen fund from which the families might be assisted.	
[P. II, 469 (*e*).] (*e*) When proceeding from a port of debarkation to join a regiment or battery.	

[P. II, 469 (*f*).] * When the commissariat department is unable to procure carts with two bullocks, carts with three or four bullocks should be supplied, and, as increase in the number of bullocks does not necessarily afford additional accommodation, the local military authorities will decide for what number of families each three or four-bullock cart is suitable; but no more than two families should ever be allotted to any ordinary cart.

(*f*) When proceeding from a regiment, battery, detachment, or hill depôt to a port of embarkation.	* One cart for each family.	[P. II, 469(*f*).]
(*g*) On transfer from one regiment or battery to another.		[P. II, 469(*g*).]
(*h*) When moving into camp on account of sickness, unless where a sufficient equivalent in government carriage renders the engagement of country carts unnecessary.		[P. II, 469(*h*).]
Nepalese families of Gurkha battalions serving in Assam when moving in relief under para. 211 (x) . .	1 cart for every 2 families.	[P. II, 708(A).]

Bullock Train—General Instructions.

616. In all cases in which passage *by road* is authorised for British regimental warrant and non-commissioned officers and men, or pensioners and their families, bullock train conveyance will be provided for them where available. *Vide* para. 146 (i) (*a*). (P. II, 470.)

617. Large bodies of troops will be moved by bullock train only under special orders and special arrangements with the postal department. (P. II, 470.)

618. As the whole of the expense of the government bullock train is borne by the state, it is incumbent on all officers despatching small parties or individual soldiers and families, under the above circumstances, to use the government bullock train, whenever it may be available, to the exclusion of the carriages of private dâk companies or other modes of conveyance, irrespective of the rates charged, unless such other conveyance be specially authorised. The following is a list of the Government bullock train offices from and to which passages can be booked:— (P. II, 471.)

Kalka.	Subathu.
Kasauli.	Solon.
Dagshai.	Simla.

Sufficient notice should be given to the postal authorities to enable them to comply with the requisition.

619. When troops or individuals and baggage have to be sent by bullock train, a station order will be issued authorising the staff officer of the station, to issue a service passage order for the required transport. The requisition should specify distinctly where small numbers or individuals are sent, the number of the passengers, the ages of their children, the weight of baggage allowed, and their destination; or, where detachments are concerned, the number of carts or wagons required according to the scale laid down in para. 614. (P. II, 474.)

620. When British soldiers are sent by bullock train and arrangements are not made for the issue of rations on the road, a station order will be issued directing the regimental paymaster or the com- (P. II, 475.)

* See foot-note on prepage.

620—*contd.*

missariat department, as the case may be, to furnish ration money to all persons entitled to it, to the next station *en route* at which there is a station staff officer; and it is to be explained to all such parties travelling by bullock train, at the public expense, that the station staff officer will make the necessary advance. A certificate in the form given below is to be furnished to each individual of the party so proceeding by the regimental paymaster or the commissariat officer, as the case may be, at the place of starting:—

"Certified that _____ has received batta, or compensation in lieu thereof, from this office up to _____, and to no later period."

N.B.—All advances are to be noted on the back of this certificate.

(P. II, 476.) 621. On arrival at the next station, the soldier will present this certificate to the station staff officer, who is authorised to obtain the necessary advances from the commissariat department upon his personal receipt, in the form given below. Every advance thus made to a soldier is to be recorded on the back of the ration money certificate, and the account in full settled by the regimental paymaster or the commissariat department, as the case may be, on the arrival of the soldier at his ultimate destination:—

Received from the executive commissariat officer at_____ the sum of rupees_____on account of_____days' ration money for_____of the_____regiment_____ proceeding by bullock train from to

(P. II, 477.) 622. Carts will be numbered according to their place in line, and this order is not to be changed excepting under necessity.

The carts are to be halted in line, and two are never to be allowed abreast either when halted or in movement. While in progress an interval of five or six yards, nevertheless, should be kept between each cart. Officers' carts should, as a rule, be placed after the leading and before the rear cart of the train.

(P. II, 478.) 623. The party allotted to each cart or wagon is to be considered as a guard, one man being always alert on sentry duty to be relieved periodically. Between sunset and sunrise the sentry of each wagon or cart (or a portion of the detachment not more than one-third) should be kept marching by the side of the cart.

(P. II, 479.) 624. Each soldier, or each party of soldiers, is to be furnished by the commanding officer of the regiment or detachment from which the soldier or party proceeds with a copy of the station order directing the movement by bullock train; and soldiers are to be instructed when leaving their corps to report themselves, on arrival at a

railway station to the station staff officer, producing at the same time the copy of the order for their passage by bullock train.

625. Every officer is to explain to, and impress upon, all subordinates ordered to travel by bullock train the necessity for the most orderly behaviour on their part; and that no irregularity, real or apparent, in the conduct of any of the bullock train establishment (which if any occur, should be reported by the travellers on reaching their destination to the staff officer of the station, and which should be at once enquired into) will be held to excuse any interference whatever on their part in the arrangements for their progress, or the use of any threatening or abusive language, still less violence, towards the drivers or other person employed. (P. II, 480.)

626. When small parties of soldiers are sent by bullock train, a steady non-commissioned officer must be placed in charge, to whom must be carefully explained the necessity for the most orderly behaviour on the part of the men. He will be held responsible for any irregularities, as mentioned in the preceding paragraph if he does not report the offenders, or satisfactorily disprove any charge made against his party. Officers in command of larger detachments will be held similarly responsible. (P. II, 481.)

627. Every officer, whose duty it may be to despatch soldiers by bullock train, is carefully to explain to them the nature and probable time of the journey; he is also to see that the officer or non-commissioned officer in charge of the party is provided with a list of the stages and halting places on the road, and he should warn him against deviating in any way from the route assigned, or delaying the carts on the road, so as to prevent their arriving at their destination at the proper time. (P. II, 482.)

628. From the 20th October to the 1st of April the carts will travel day and night, only stopping one hour and a half in the morning for breakfast and two hours and half in the afternoon for dinner. British troops are not to be moved by bullock train between the 1st of April and the 20th of October, but, when in very urgent cases this is unavoidable, the daily distances shall be so arranged that all travelling may be suspended between the hours of 8 A.M. and 4 P.M. The despatching officer will make arrangements with the postmaster for the halt of the train (on the above-mentioned periods) at the rest-houses, the depôts established for the issue of rations and supplies, and at other suitable places on the road, and for the arrival of the train at military stations during the day time. (P. II, 483.)

629. Officers and non-commissioned officers commanding detachments will be held pecuniarily responsible for any damage done by their detachments to the furniture in resting houses. (P. II, 484.)

(P. II, 485.) 630. The impressment of cattle for bullock train purposes, or for any other purpose whatever, is positively prohibited, and officers in command of detachments will be held strictly responsible whenever a violation of this rule by the soldiers or others under their command is brought to notice. Empty return carts are not to be interfered with, excepting that a sound cart may be taken in exchange for a broken down one if of similar kind. No exchange of bullocks is however to be permitted.

(P. II, 486.) 631. Soldiers travelling by bullock train are prohibited from placing their arms, accoutrements, or ammunition inside their kit bags or other packages, as it often occurs that these latter are stolen out of the wagons by night when the men are asleep, and the arms, etc., are carried off, together with the soldiers' private property. Officers furnishing passes are invariably to bring this order to the notice of the recipients, as any losses of the kind will be charged against the individual who neglects these instructions.

(P. II, 487.) 632. Regiments moving by bullock train are to take their tentage with them unless otherwise specially ordered.

Stores.

(P. II, 490.) 633. When it is necessary to despatch public stores by bullock train, application will be made to the nearest commissariat officer for a credit note or order, the exact nature of the stores, whether ordnance or commissariat, and exact quantity and weight of each package, and the name of the place to which it is addressed, being specified. The commissariat officer on receipt of the application will then intimate to the officer concerned whether the stores are to be sent to his office for despatch, or whether they are to be forwarded direct to the railway station or post office, forwarding in the latter case the credit note or order, which should be presented with the packages.

N.B.—If the credit note be on account of any expedition or special service, the name of the same is to be stamped or marked, *in red*, in a conspicuous place on the credit note.

(P. II, 491.) 634. The following officers are authorised to issue orders on the postal department for the transport of departmental stores by bullock train :—

Chief officer at any station of the { commissariat ordnance, adjutant general's, quartermaster general's and remount department.

Assistant or deputy assistant adjutant general or station staff officers—where there is no officer of the quartermaster general's department.

Superintendent, army clothing, Calcutta, military secretary to his excellency the viceroy, superintendent of stationery, superintendent of government printing.

N.B.—If the order on the postal department be on account of any expedition or special service, the name of the same is to be stamped or marked, *in red*, in a conspicuous place on the order.

635. In granting receipts to the post office for goods delivered officers must be careful not to grant a receipt to the effect that the goods have been delivered *in an uninjured state,* unless they have had an opportunity of examining the contents of the packages ; no time, however, should be lost, after the packages have been received, in examining them and in submitting any complaint, if necessary, as to the condition of the articles. The individual under whose care they were during transit should, when practicable, attend the board of survey on articles that have been damaged *en route;* and immediate intimation of the case should be given to the postmaster, in order that he may see their condition. (P. II, 492.)

MARCHES.

I.—General Instructions.

636. The quartermaster general in India being entrusted, under the orders of the commander-in-chief, with the duty of moving and encamping troops, all arrangements for marches and for the transport of troops will be made in his department. Full reports of all movements of troops are to be made to deputy adjutants general of Commands by officers concerned. (P. II, 1.)

637. Movements of troops or dispositions of march are not always to be put in orders, but are to be delivered to such persons only as they concern. No one is to expect more to be communicated to him than is necessary for the complete execution of the service required of him. (P. II, 2.)

638. The receipt of all telegraphic messages connected with the movement of troops is invariably to be acknowledged by telegraph; and the dates on which the movements therein directed will take place are always to be reported at the same time. (P. II, 3.)

639. An order for the movement of troops will be accompanied by a route or document prescribing the road to be taken, the stages to be made, and the places for encampment, and giving such other details of instruction and information as are considered requisite. Routes contained in the official route book need not be furnished in detail : reference to the number of the route in the book will be sufficient. (P. II, 4.)

640. An officer commanding troops ordered to move is, immediately on receiving the order to march, to forward a notice to the commissariat officer of the station. When the troops are moving out of the district, this notification is in like manner to be made to the commissariat officer of the station to which they are proceeding. When any alteration in the date of movement takes place after the notice has been sent by the commanding officer, he will forward (P. II, 5.)

640—*contd.*

a notification of such change to the commissariat officers concerned. (See paras. 665, 758 and 759.)

(P. II, 6.) 641. Officers commanding corps and detachments are prohibited from deviating from the route furnished to them, or from making any alterations in the stages laid down, without the most urgent reasons for doing so, which are to be immediately reported to the deputy adjutant general of the command and to the civil authorities concerned.

(P. II, 7.) 642. The march of convalescents to the several sanitaria in the Punjab and Bengal and Madras Commands is to take place under local arrangements on the following dates :—

Naini Tal, Landour, Kasauli, Dalhousie	On such dates as will ensure arrival before the 15th April.
Darjeeling	Ditto before 12th March.
Murree	Ditto before 15th May.
Pachmarhi	Between 1st and 15th March.
Wellington, Poonamallee	On such dates as will ensure arrival before 1st April.
Pachmarhi for troops from Kamptee only	Between 1st and 15th March when sanctioned by the lieutenant general commanding.

(P. II, 8.) From depôts above the Meerut district on 15th October. From depôts in the Meerut district on 20th October. From depôts in the Rohilcund district and at Darjeeling on 1st November. 643. Recovered men at hill depôts in the Punjab and Bengal commands may be despatched to the plains as shown in the margin, but should be kept in the hills as long as possible, at the discretion of general officers commanding. Under urgent circumstances, such as field service or being detailed for embarkation for England in an early troopship, men may, if sufficiently recovered, be permitted to move earlier under special arrangements, but as a general rule the specified dates are not to be departed from.

(P. II, 9.) 644. If between the dates given in the above paragraph it is considered necessary to exchange sickly men in the plains with recovered men in the hills, such interchanges may be made from all stations which admit of their being carried into effect without undue exposure in transit, the moves being arranged by the general officer commanding the district acting on the recommendation of the district principal medical officer, passages by horse dâk being provided for such men as he may consider unfit to travel by bullock train. (See paras. 608 and 609.)

(P. II, 9a.) 645. In the Madras command no movement of convalescents is to be made between 1st April and 15th June without the special sanction of the deputy adjutant general.

(P. II, 10.) 646. As a general rule, unless very urgent reasons necessitate the measure, transfers are not to be sent from their batteries or regiments between the 1st April and 20th October of each year; but when the entire journey can be travelled by railway officers in

command may exercise their discretion in forwarding applications for transfers which may be sanctioned by general officers with the concurrence of district principal medical officers. Reference to Command head-quarters should be made in all cases where unusual expenditure will be caused owing to the transfers being effected at such a season.

647. Reliefs or movements of troops in the Bombay Command are not to take place between the 15th March and 15th October of each year, unless in urgent or special cases. (P. II, 11.)

648. Unless some urgent necessity or public emergency shall require deviation from the rule, the transit of troops and officers on duty or leave between Khandeish and Malwa by the Sindwa Ghaut, and between Gazrat and Malwa, shall be closed from the 1st August to the 1st January, and between the Deccan and Malwa by Assirgarh from the 1st September to the 1st November. (P. II, 12.)

Reports.*

649. The British officer commanding any body of troops under orders of movement will, on the day of quitting the military station, standing camp, camp-of-exercise or instruction from which originally starting send 'Departure Reports' (appendix, I. A. F. R. 501) to the officer in charge, quartermaster general's office, Simla, to command head-quarters, and to the local staff officer. (P. II, 72.)

650. On the day of arrival at a military station, standing camp, camp-of-exercise or instruction, he will send an 'Arrival Report' (I. A. F. R. 501) to the local staff officer, and on reaching his *final* destination, a similar report to the officer in charge, quartermaster general's office, Simla, and to command head-quarters. (P. II, 73.)

651. A progress report (I. A. F. R. 501 for Punjab, Bengal and Bombay, I. A. F. A. 27 for Madras) will also be furnished every Monday to command head-quarters, to be despatched from the station or encamping ground at which the corps or detachment may arrive, or be halting, on that day. (P. II, 47, 76.)

652. Officers are also required to notify their approach, and arrival at, and departure from, all stations occupied by the Nizam's troops under the command of European officers.

653. Intimation (Form F, I. A. F. R. 513) of the probable date of arrival at an intermediate station through which troops have to pass *en route*, as also at the place of destination, will invariably be sent by the officer commanding the corps or detachment to the staff officer at the place, so as to be received by him two clear days before the troops arrive. In the event of the journey being so (P. II, 77.)

* For reports to be made during an epidemic or unusual sickness on the march, see para. 717.

653—*contd.*
rapid, as in the case of short trips by rail, or when the military stations, standing camps, etc., are so close to one another that a report sent on the day of departure cannot be received at the forward station two clear days before the troops would arrive, intimation of the intended date of arrival must be sent sufficiently early to ensure the station authorities receiving two days' notice. Should it be necessary to alter the intended date of arrival, owing to the troops not being able to march on account of rain, or from any other cause, intimation of the same must be sent without delay to the forward station.

(P. II, 78.) 654. These arrival and departure reports will be considered as independent of the notices, returns, or indents required by regulations in regard to the provision of rail or boat transport, or of commissariat or other supplies, *vide* para. 549. They are not required in addition to the rest camp arrival and departure reports provided for in para. 506, nor in addition to the reports of movements made during an epidemic on account of sickness *(vide* para. 718.

(P. II, 79.) 655. Staff officers are to notify to the next military station the date of departure and of probable arrival of all bodies of troops, and such probable date of arrival will be published in the orders of the station at which the notification is received.

(P. II, 80.) 656. The officer commanding a station or standing camp, etc., will, immediately on receipt of any arrival or departure report or of a report of intended arrival, notify the same to the assistant adjutant general of the district, for the information of the officer commanding. Officers commanding districts will communicate to the officer commanding the next district dates of departure from, and of probable arrival at, head-quarters stations of commands of all bodies of troops moving; and the general officer commanding the district from which the troops originally proceeded will inform the general officer of the district in which their ultimate destination is situated of dates of departure and probable arrival at destination, a present state being at the same time sent.

(P. II, 81.) 657. The officer who orders a movement will send a copy of his order to the general officer of the district of destination, who will, in communication with the general officer commanding the district from which the movement emanates, arrange for the reception of the troops on entering his command.

(P. II, 82.) 658. Native officers or non-commissioned officers commanding a body of troops under order of movement will report arrival and departure personally to all station staff officers on the road. Despatching officers and staff officers receiving reports will make the prescribed written arrival and departure reports for them.

659. Reports of the dates on which corps or detachments commence and conclude a march are to be transmitted direct to the controller of military accounts for communication to the examiners concerned, and to the superintendent, army clothing. Official notice of the dates of arrival at stations *en route* is to be transmitted from corps to the pay officers with which they are connected. (P. II, 83.)

660. All officers, military or medical, who are directed to join any regiment or detachment, are to report their progress to the officer commanding the corps or detachment to which they are proceeding; and from these reports the necessary entry regarding their progress will be made in the monthly returns. The same rule is to be observed by officers in progress to join departments to which they may be appointed. (P. II, 84.)

661. Warrant and non-commissioned officers and soldiers in like manner are to report their progress for the information of the officer under whose orders they may be placed; and the officers from whom they receive instructions, consequent on their removal to a new sphere of duty, will be careful to make them acquainted with the regulations on this subject. (P. II, 85.)

662. Any neglect on the part of officers in command of troops in making arrival and departure reports to the authorities of stations through which they may pass is to be reported to command headquarters, as a failure to do so causes the greatest inconvenience to public business. (P. II, 86.)

Duties in connection with Civil Authorities.

663. General officers commanding districts will, on receipt of the annual relief circular or of any order for movement of troops by route march, inform the civil authorities of the routes by which troops will march, in order that all wells at the encamping grounds on the roads to be traversed may be thoroughly cleaned out before the movements commence. (P. II, 13.)

664. The established encamping grounds when not occupied are kept clean and free from jungle growth and generally in order, by the local subordinate civil officers under the orders of the civil officer of the district. The latter should be addressed without delay when there is a subject of complaint. (P. II, 14.)

665. On the receipt of an order to march, and of the route by which the corps is to proceed, the commanding officer is to report to the civil or political authorities of the districts through which he is to pass the probable date of arrival within their respective jurisdictions (giving the strength of the corps, proposed halting places, and intended date of arrival at each), in order that they may issue

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the necessary instructions to the police to afford every assistance in their power to facilitate the march of the troops. He will at the same time request that a police officer or darbar official may be warned to accompany the corps through the district, who should be held responsible that, in addition to the precautions taken by the sentries of the force, proper measures are adopted by the local authorities to prevent thefts, or, if they occur, to punish the offenders. The civil officers concerned should also be informed of the probable dates of arrival at rivers or nullahs intersecting the march, where boats or temporary bridges may be required for crossing the troops and their baggage.

(P. II 16.) 666. In the Madras command the following form of letter will be used on these occasions, subject to such alterations and additions as circumstances may render necessary:—

No. (STATION AND DATE)

From

THE OFFICER COMMANDING * * *

To

THE COLLECTOR OF * * * *

SIR,

I have the honour to inform you that the regiment (or wing or battery, etc.) under my command, strength as per margin, will march through your collectorate (or district, etc.) by the annexed route, and will be at each stage on or about the dates mentioned.

Be so good as to order the necessary supplies to be collected at the different stages. An indent for the articles that will probably be required daily, whilst in your collectorate, is enclosed. (See I. A. Form F. 193.)

I shall also feel obliged by your ordering boats to be ready at the _____ river on the morning of the _____ to cross the troops, followers and baggage.

Should cholera exist on the route, be so good as to give me early intimation with such suggestions for precautionary measures, or change of route, as your knowledge of the district may enable you to offer.

(P. II, 17.) 667. Whenever a civil officer, whether British or native, is deputed to accompany corps or detachments through the several districts along the line of march, commanding officers are required to bear in mind that though attached to the troops in a magisterial capacity, his presence does not relieve them of their responsibility for the

discipline of their men and the protection of the people from exaction and outrage, which still remains single and absolute; and that they are bound to take all military precautions for the maintenance of order and the prevention of irregularities.

668. The civil officer is appointed for the purpose of adjudicating on the spot on disputes occurring between the soldiery and the people, and on the claims of cartmen or others, temporarily attached to the troops by civil authority, for discharge from their engagements and due satisfaction of their wages. The commanding officer should daily see the civil officer and ascertain the complaints made and the claims or disputes remaining unadjusted. (P. II, 13.)

669. Commanding officers will report direct to the district civil authorities any instances of neglect or inattention on the part of the police or other local subordinates of the civil power; but they are not to interfere with them in the exercise of their duty, or to use any authority whatever over them. All reports of this kind are to be noted in the next movement report. (P. II, 19.)

670. To prevent misunderstanding as to the extent to which the watch and ward of regimental camps devolves on the local police deputed to accompany troops on the march, the police officer in charge is required, under the police regulations, to present the officer in command of troops with a printed copy of the rules in force in the province, defining the duties of the police on such occasions. (P. II, 20.)

671. Civil and police authorities of districts through which troops may pass are requested to report to the next military station on their line of march any irregularities committed by the troops, such as maltreatment of villagers, assaulting the police, and other acts of misconduct which may call for punishment, in view to prompt inquiry being instituted on the troops arriving at the station, unless the case can be definitely settled on the spot, which is to be done in all cases, when it is possible, by the officer commanding the party. (P. II, 21.)

672. Commanding officers will concert with the civil officers of the district and the civil officers on the spot for the closing by them, according to the regulations of the province, of all places of sale of spirituous liquors on or adjacent to the line of march whilst British troops are passing by, or are encamped in, the vicinity; they will also make any other arrangements at or near the camp ground for the prevention of the unauthorised sale of liquor to their men as may be considered necessary, posting a guard when deemed advisable. District civil officers will, on receiving intimation of the march of British troops, give due notice to the local native civil authorities. (P. II, 22.)

Duties on the line of March.

(P. II, 23.) 673. There are no occasions on which the discipline of a regiment becomes more conspicuous than upon the line of march, nor any on which the attention and vigilance of every officer in maintaining order and regularity are more especially requisite.

(P. II, 24.) 674. Officers commanding corps or detachments are to consider themselves responsible for the conduct of all under their command. They should be careful that the soldiers and camp followers do not straggle from the line of march; and should use every means in their power to prevent the commission of excesses of any kind against the inhabitants of the district through which the troops may pass, exacting the strictest attention from the officers and non-commissioned officers of all grades to the preservation of order and discipline.

(P. II, 25.) 675. Whenever an officer is proceeding through any part of the British territory or within the limits of a foreign state, either on the public service or on his private affairs, and may be in need of assistance to enable him or any detachment under his command to prosecute the journey, he should apply to the proper authorities; the seizure of articles of supply, or the impressment of men or carriage, by officers, soldiers, or their retainers being under all circumstances most strictly prohibited. He should consider it his paramount duty not only to refrain himself, but also to restrain those under his command from committing any irregularities, as the payment of hire or compensation will not justify the use of violence or other unauthorised measures, nor save him from the consequences of the breach of the regulations on this subject.

(P. II, 26.) 676.* All marches are to commence at as early an hour as the season of the year will admit of, with the view of avoiding all hurtful exposure to the sun or the weather. When troops are not in an enemy's country or a disturbed district, or in charge of prisoners or treasure, they should arrive at their first encamping ground soon after sunrise; and during each march frequent and periodical halts should be allowed of moderate duration. Troops marching under ordinary circumstances will halt on Sundays, or at least one day in seven. Should sickness or other circumstances render more halts necessary, commanding officers will use their discretion reporting their reasons to the deputy adjutant general of the Command.

(P II. 27.) 677. Advanced and rear guards are always to be formed, and should be commanded by commissioned officers. The rear guard will

* Rules for the issue of refreshment before proceeding on the march will be found in para. 990, army regulations, India, volume II, Part I.

bring up any man who may have fallen out (if such soldier is unable to march, he is to be given in charge of a corporal or a steady man of the company to which he belongs), and all carriage that may have broken down or been otherwise retarded *en route*. The commander of the rear guard is to make a report of all occurrences to the commanding officer at the end of the day's march.

678. The quarter guard having charge of the prisoners should march close up in rear of the corps or detachment. The baggage guard will be posted or distributed so as to ensure the most effectual protection of the baggage from theft or plunder. The men of the baggage guard are never to put their arms on the carts, but are to march by the side of the carriage. When carts are not unloaded at night, they should be packed so as to occupy as little space as possible, and be placed under the charge of sentries. When reserve ammunition is carried by a regiment, a special guard must be told off for its protection; it will receive over charge of the ammunition after it is packed for the march, and deliver it over to the quarter guard after arrival on the new ground. (P. II, 28.)

679. It will be the duty of the quartermaster to precede the regiment in sufficient time to select and mark out the ground for encampment at the next stage, previous to the arrival of the regiment thereat. He will ascertain from the inhabitants, and report to the commanding officer, all necessary information regarding the next march, and he will make the necessary arrangement for the provision of carriage, supplies, and guides (para. 694). (P. II, 29.)

680. The following arrangements are ordered with reference to the movement of the families of troops, British and Native:— (P. II, 30.)

I.—Officers commanding regiments are allowed the discretion of sending the families in advance of the men in the afternoon, or of permitting them to follow the regiment; but the former course is to be preferred when it can be adopted without inconvenience.

II.—If the road is good, and the obstruction of rivers, etc., does not occur, the families may generally arrive on the ground soon after the regiment. When it is otherwise, it is better that the families should precede the men. But in either case the regimental artificers and a strong working party from the regiment, under a non-commissioned officer, should accompany the carts to assist them in case of need.

III.—The quartermaster of the regiment will mark out on the new ground a site for the families to leeward of the

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ground chosen for the camp of the men, and at some distance from it. Crowding of the carts should be prohibited, and the bullocks should be removed to the rear. No carts ought to be allowed to leave the camp during the night, as they create disturbance and obstruct the road for the regiment in the morning.

(P. II, 31.) 681. Officers commanding are required to adopt every means in their power to prevent injury being done to telegraph wires or posts by the soldiers and camp followers under their command. They are also required to take measures for the prevention of injury to trees on roadsides or at encamping grounds, and of trespass on government forest preserves or of damage to them.

Contractors are responsible for all loss or damage which government or private property may sustain through the carelessness, fault or neglect, wilful or otherwise, of camel drivers, carters or agents entertained by them; and the value of such loss or damage (at standard rates in the case of government property) will be paid by the contractors, or at the opinion of the commissariat officer will be deducted from any money due to them or from their security deposit. In the case of damage similarly committed to trees or crops on the line of march, such compensation as the officer commanding the troops in concert with the local civil authorities may decide shall be paid by contractors or their agents to the owners concerned. For every failure to adjust the claims of the owners of trees or crops on the spot when adjustment is possible, or at the time and in the manner directed by the commanding officer, contractors shall pay Rs9 as compensation for the inconvenience caused by their failure to adjust the claims; and the amount of this compensation as well as the amount of the compensation for damages to trees or crops shall be paid by the contractors, or at the option of the commissariat officer, shall be deducted from any money due to them or from their security deposit.

(P. II, 32.) 682. Whenever troops in the Punjab, Bengal or Bombay Commands are specially provided with boats, temporary bridges, or other accommodation for the purpose of crossing rivers or nullahs on their route, the commanding officer will grant a certificate to the person furnishing the same, specifying the number of boats and men, the burden of each boat, and the period employed on the public service; when temporary bridges have been constructed for the above purpose, the certificate is to specify generally the dimensions of the bridges and the materials of which they are composed.

683. The certificate, accompanied by a detailed account of the expense incurred, will then be forwarded by the party receiving it to the civil officer of the district, who will communicate to the commanding officer the particulars of the account in view to obtaining his certificate that the services charged for in it were performed, or a statement of such exception as he may have to offer to any of the charges. The civil authorities who arrange for the services will pay the charge and adjust it, if over R50, by book debit to the military department for the civil accounts (see para. 685, clause 1). When the charge does not exceed R50, it should be adjusted by cash recovery. (P. II, 33.)

684. Cultivated lands must not be occupied for the encampment of troops without absolute necessity. When crops are injured or destroyed from an unavoidable encroachment of a camp or by the march of troops, compensation is to be paid on the spot to the owner by a staff officer deputed by the general officer commanding the force, or, on occasions of the movement of single corps, by the quartermaster of the regiment. The compensation is to be paid in concert with the civil officer (British or Native) attached to the camp or in its vicinity. Such advances as may be required to meet the above object will be made by the commissariat officer or agent attached to the troops in camp, under the written authority of the commanding officer. A statement of all such payments, prepared according to the form given in appendix XII, and accompanied by the requisite receipts and vouchers and by a duly attested contingent bill, is to be sent to the general officer commanding, who will countersign and return it for transmission to the department by which the money was advanced. (P. II, 34.)

The rules governing the assessment of, and payment for, damage done to crops by camps of exercise in the Punjab, North-Western Provinces, Oudh, Central Provinces and Mysore and in Bombay, are detailed in appendix XIII.

685. Charges for expenses connected with the march and encampment of troops within the Madras command (other than those specified in para. 785) will be adjusted under the following rules:— (P. II, 35.)

I.—Applications for supplies or assistance found necessary during the march of troops should be made to the collectors of the districts through which the troops pass, whose subordinates will be requested to comply therewith. All officers commanding corps or detachments, who may be provided by any servant of government with boats, coolies, carts, bullocks, bearers etc., must pay all charges for the

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same on the presentation of bills to them at the time irrespective of the settlement of any disputes that may arise in respect of such charges; and, in the case of carts or bullocks, they should pay in advance such proportion of the hire as may be fixed by the civil authorities, the balance being paid on arrival at destination or termination of the trip for which such carts and bullocks were hired. All such charges, as well as others incidental to the march of troops, will subsequently be adjusted on contingent bills, supported by the requisite vouchers through the military accounts department. Should any cause of complaint arise against any public servant, whether for overcharge or neglect of duty, or on any other grounds, it should be preferred as soon as possible to the collector or chief civil officer of the district, who will investigate all such complaints without delay. If, after his decision, further reference should be necessary, representation of the case should be submitted for the information of government through the usual and regular channel.

II.—When claims for compensation for injury to crops or other charges arise out of the encampment, etc., of troops, the extent or particulars of which may not be within the knowledge of commanding officers, the collector will after due investigation, satisfy such claims and pay such charges, forwarding the bills therefor, which will be passed on his signature, for adjustment in the transfer account of the accountant general's office.

III.—Officers not on duty with troops will pay all charges for boats, coolies, carts, etc., furnished by any servants of government on bills being presented to them, and act as detailed in clause I above in respect of the hire of carts and bullocks, adjustment of charges debitable against government, and submission of complaints against any public servant.

(P. II, 36.) 686. In all cases where it is necessary to construct rafts for the passage of troops, the workmanship thereof is to be carefully inspected and tested before the troops are placed upon them.

(P. II, 37.) 687. Timely notice to officers commanding at intermediate stations through which corps or detachments may have to pass in progress to their ultimate destinations, is invariably to be given of the several wants, such as pay, carriage, establishment, etc., which

will be required to be supplied on arrival, in order that the necessary arrangements may be made beforehand, and the detention of corps and detachments on this account obviated.

688. Troops are not to march through capitals or considerable towns, if it can be avoided without material inconvenience or delay. (P. II, 38.)

689. When passing through the streets or public roads of stations handcuffed soldiers in uniform should, if possible, be provided with covered conveyance, government carriage being utilised when available, otherwise the required conveyance may be hired, and the cost thereof recovered on contingent bills (M. A. Form 129) which should be forwarded to the examiner of commissariat accounts of the Command for pre-audit. (P. II, 46.)

690. No corps or detachments are to encamp within the bounds of a foreign settlement without special orders from army headquarters; and, whenever practicable, a detour is to be made in preference to passing through its limits. (P. II, 39.)

691. Officers commanding corps or detachments who may find it necessary to march through a European foreign settlement will make a previous official communication, in proper terms, to the governor or chief authority, stating the date on, or route by, which they wish to proceed: and they will refrain from entering the territory until permission is accorded. (P. II, 40.)

692. On passing through foreign territory the commanding officer will be careful to prevent straggling, and to keep the whole of the troops under his own observation and that of his officers; the camp followers being united, as far as possible, in one body on the flank or in rear of the column. The troops on all such occasions are to be kept under the strictest discipline: no inhabitant of such settlements is to be molested in any way or on any pretext, and the commanding and other officers will be held responsible for the conduct of all under their command, collectively and individually. (P. II, 41.)

693. Officers commanding corps or detachments or in charge of convoys of stores, who may experience delay or difficulties from the state of the roads, or the want of supplies, or of boats or ferries, should report the circumstance as directed in paragraph 669. (P. II, 42.)

694. Guides and messengers will, when necessary, be provided by the assistant adjutant general or staff officer attached to the force. When there is no such officer present, they may be hired under the orders of the commanding officer, and on his responsibility that the circumstances warrant the expense thereby caused. (P. II, 43.)

(P. II, 44.) 695. When village guides may be required, application is to be made for them to the headman of the place. The number demanded is to be restricted as much as possible, and the men are not to be required to carry any burthens. Whenever guides are employed with troops, they are to be paid at the rate of one pice or three pies per mile, should there be no local rate of a different amount.

(P. II, 45.) 696. Charges on account of torchmen, torches, or oil for torches, for troops on the line of march will not be admitted, except for journeys performed by doolie dâk by night on the Dunera-Dalhousie road.

But in the Madras command such charges are admissible on contingent bills to be prepared by the civil authorities and sent to the accountant general for adjustment.

(P. II, 50.) 697. Detachments of native troops proceeding along routes where tehsildars are stationed, are to be warned that these have instructions, as deputy magistrates, to investigate all complaints which may be preferred against travellers; and that they must be particular in abstaining from the commission of any irregularities against the villagers or others.

(P. II, 51.) 698. They must also be instructed that they are not entitled to the gratuitous services of *buttiaras* in the serais, but must pay the same as other travellers for any accommodation they may require.

(P. II, 52.) 699. Detachments of Native troops after completing a journey on duty by water are invariably to be ordered to return to their station by route march, if practicable, unless otherwise required by the exigencies of the service.

Conservancy and Sanitation.

P. II, 53.) 700. The quartermaster is responsible for the regularity of the encampment generally, that the strictest attention is paid to order and cleanliness in the camp, and that the regulations regarding conservancy and sanitary matters are obeyed.

(P. II, 54.) 701. Immediately on arrival at an encamping ground, the quartermaster or other responsible officer will ascertain from the local native functionaries whether water has recently been drawn from the wells (*vide* paragraph 663), and if it is in a fit state for drinking and other purposes; if unfit, effectual measures must at once be adopted for rendering it so before being used by the troops.

The water vessel furnished with a zinc cover, issued with each tent for European troops, will be used for holding drinking water only.

(P. II, 55.) 702. On all occasions of encampment of British troops, or native corps with permanent establishments, latrines are to be dug by the regimental sweepers and bildars one hundred and twenty yards from the flanks of the camp and in echelon with them, and never on any account either directly in front or rear of the camp; they should be so placed that the prevailing winds will not carry the effluvia to the camp. There are to be two of these latrines (a third being added for the women when there are any in camp), each measuring two feet wide by two feet deep and fifty feet in length,—one to be used by the camp followers, and the other by the troops. For native regiments not having permanent establishments, a piece of ground in the vicinity is to be allotted for the use of the men and camp followers. When practicable the trench system is invariably to be used, or arrangements made to admit of the ordure being buried: the defilement of the ground on all sides of the camp is to be strictly prohibited. On no consideration whatever is any ground to be taken up for latrine purposes which is in such proximity to wells as to make percolation to the water possible.

(P. II, 56. 703. The position of trenches should be indicated by a flag, and their construction superintended by the regimental quartermaster. When half full of night soil the trenches are to be filled up with dry earth and fresh trenches dug out for use.

Corps will supply their own flags, which are to be made of yellow material, measuring 3 feet by 2 feet, with a red disc in the centre in the case of European troops and a black disc in that of native troops. The diameter of the disc should be 9 inches.

(P. II, 57.) 704. In the case of standing camps, the latrines are to be made in the most convenient situations; fresh trenches will be dug daily parallel to those in use on the previous day, which will be filled in with earth as the new ones are completed, attention being paid to the cleanliness and salubrity of the camp.

(P. II, 58.) 705. The latrines and trenches are to be thoroughly filled in by the regimental sweepers and bildars before the rear guard leaves the ground. The officer on duty with the rear guard will report to the commanding officer that this duty has been done.

(P. II, 59.) 706. Whenever a regiment remains more than one night in camp, regular kitchens should be constructed, and one or more pits dug, into which all refuse is to be thrown. All refuse must be removed from camp daily, and either be sold, buried, or burnt.

(P. II, 60.) 707. On the breaking up of a camp, the commanding officer will place himself in direct communication with the tehsildar or responsible local functionary to arrange for effectual measures being adopted by the native local authorities for thoroughly sweeping and

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cleaning the whole of the ground occupied, and for burning or removing to a distance all collections of stable litter or refuse which may not have been previously burned or buried, so as to make the ground perfectly fit for re-occupation by any troops marching by the same route.

(P. II, 61.) 708. To admit of a free circulation of air throughout the tents the kunnats or walls of the soldiers' tents in a standing camp should be raised from the ground and fastened to the fly ropes, every third day, weather permitting, for four hours in the morning, when the men's kits will be packed and the bedding hung out on the tent ropes to air.

(P. II, 62.) 709. Officers are strictly enjoined never, under any circumstances, to encamp upon ground where cholera has shown itself in a preceding corps or detachment.

(P. II, 63.) 710. Should there be any cause to apprehend an outbreak of cholera in a corps on the line of march, orders should be issued and enforced for a thorough washing of all the clothes and for the complete purification of the carts and the matting which forms the hood of the carts. The water used for this purpose should not be taken from wells used for drinking purposes. The sick families should be separated from the healthy, and in standing camps the tents moved from time to time.

(P. II, 64.) 711. Should cholera attack a corps while on the line of march, it is desirable that a divergence from the road of four or five miles should be made at right angles to the prevailing wind or track of the disease, if supplies can be obtained on the new route.

(P. II, 65.) 712. Under such circumstances, elevated and dry situations sufficiently removed from a village or town and from the influence of swamps or pools of stagnant water should be selected for encamping grounds. No further communication should be allowed with a town or village than may be absolutely necessary for the supply of provisions.

(P. II, 66.) 713. Should cholera continue long in a corps on the line of march, commanding officers are authorised to break up the corps into small parties, marching at intervals. The number of separate camps must depend upon the number of medical officers available for duty.

(P. II, 67.) 714. In cases where the violence of the disease may render the measure necessary, officers will halt altogether on any eligible spot within reach, or merely move their camp for change of air and clean encamping ground, until it may appear advisable to move on. Whenever practicable, the corps should be broken up into as many parties as can be properly provided with medical aid, and separate encamp-

ments formed one or two miles apart, measures being taken to prevent communication between them.

715. In order to maintain men and families in health, they should be encouraged to eat heartily and to bring to speedy notice any attacks of diarrhœa or any premonitory symptoms of cholera, however slight. On no account should unripe fruit or other sources of disease be brought into camp. (P. II, 68.)

716. Particular care must be taken to prevent the men exposing themselves to the night air by sleeping outside their tents, and those on night duty should be ordered to wear their great-coats, or serge clothing, according to the season of the year. (P. II, 69.)

717. In the event of a case of infectious disease showing itself among the troops or being found to exist at any station or halting place *en route*, immediate intimation should be given to the general officer commanding the district in which the disease may have appeared who will issue orders, should any appear necessary, for the detention and segregation of the whole or a portion of the party, and communicate by telegraph to the Command head-quarters the action taken. (P. II, 70.)

718. On the outbreak of any severe epidemic or other sickness among troops on the line of march, officers commanding will make daily reports, by telegraph when possible, to the principal medical officer of the Command, repeating them to the district principal medical officer, for the information of the general officer commanding. (P. II, 71.)

These reports will be in addition to the regular progress reports and will be continued as long as the sickness lasts. Europeans and Natives will be separately mentioned, also the names of any European officers who may be attacked or succumb to the disease.

Carriage—Punjab, Bengal and Bombay.

719. On occasions of British non-commissioned officers or soldiers being selected for staff employ, detached on duty, or transferred to other regiments, when it is necessary for them to march (*vide* para. 146 (i) (*a*) carriage for the regulated tentage (para. 228) and baggage is to be furnished by the commissariat, under the orders of officers commanding stations, to enable them to reach their destinations. (P. II, 113.)

720. Requisitions for public carriage or conveyance required for the movement of troops in large or small detachments, or for indi- (P. II, 90.)

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viduals authorised to travel at the public expense, are invariably to be made in the first instance on the commissariat department instead of calling on that department to pay the charge for such carriage supplied by other agency; and it is only on that department representing its inability to meet such requisitions, or other urgent causes preventing this course being adopted, that other arrangements are to be made, when in the latter case an immediate reference is to be submitted to the commissariat department.

(P. II, 87.) 721. When a corps or detachment is ordered to march, the officer commanding will, as soon as possible after receipt of the order cause requisitions *in duplicate* on Commissariat Transport Forms 25 and 25 A, for the carriage and establishments required for public purposes,* to be prepared and furnished to the commissariat officer with such information as to the period and direction of movement as he may have it in his power to afford, and with an intimation of the precise date on which the carriage will be required. The carriage and establishments required for hospital tents will be indented for by the quartermaster through the officer commanding the regiment or detachment ordered to march, who should also cause the medical officer to furnish his requisitions, for the carriage required for hospital purposes, to the commissariat department. When carriage for hospital purposes is required in excess of the sanctioned scale, the requisition should be forwarded through the principal medical officer of the district.

In the Punjab, separate indents in duplicate for private carriage should also be forwarded with the indents for public carriage.

(P. II, 11.) 722. Requisitions for carriage for baggage of native troops, to whom batta is passed when on the march, are not to be made for any detachments under the strength of a company, as on account of such detachments it is presumed no difficulty can be experienced in obtaining carriage.

In the case of troops who do not receive batta when on the march, carriage for authorised baggage, stores, and tentage is to be demanded from the commissariat department, who will either supply public carriage or entertain private carriage, as may be most advantageous to the state.

(P. II, 96.) 723. As a rule, the officers of the commissariat department are to supply all carriage needed by troops on the march, making their own arrangements, if possible, but applying to the civil authorities for such assistance as they need.

* Baggage according to scale in para. 223.
Stores . . . . . 229.
Camp equipage as prescribed in the equipment tables.
Establishment Lascars according to A. R., I., Vol. V.
Ambulance and hospital carriage according to A. R., I., V

The following regulations are to be strictly adhered to, whenever it may be necessary to apply to the civil authorities for carriage :—

(*a*) Commanding officers are required to comply with any special regulations for the supply and relief of carriage of the several provinces or districts in which the troops are about to move, and cause them to be strictly acted up to by all under their authority. These special regulations are detailed in appendix XIV.

(*b*) All requisitions on the civil authorities for carriage must be forwarded in writing District officers are forbidden to supply carriage on verbal orders : in cases of emergency when the applicant may not have the means at hand for preparing requisitions, they will furnish printed forms and the necessary writing materials.

(*c*) Not less than fifteen days' notice (in districts where carriage is scarce a much longer notice is necessary) is to be given to the district officer or political agent of the quantity and description of carriage required, and whenever it is known that carts are obtainable with great difficulty, or not procurable, the requisitions should show the number of camels that will be required in lieu. When cart carriage can only be procured with difficulty, it will be supplied for that portion of the baggage which the indenting officer certifies as being unsuited for pack transport, the balance being made up by the equivalent in camels, or such other kind of transport as is available. The requisitions should be accompanied by a copy of the route enumerating the halting places and an intimation of the *precise* date on which carriage will be required.

G. O. 8 of 1895. M. D. No. 511 D., dated 28th January 1895.

(*d*) The requisition for the carriage required for that portion of the men's baggage for the conveyance of which government is responsible, must be invariably distinct from the requisition for the carriage required for the rest of the men's baggage and for that of the officers. Each requisition must state distinctly whether the charges for the carriage demanded will be paid by the state or by the troops themselves, so that there may be no question as to the quarter from which payment is to be claimed.

(*e*) The district officer shall make arrangements for the supply of carriage with chowdries or contractors, who shall be responsible for its proper quality, and for the good conduct of the parties in charge of it. The chowdries should not

723—*contd.*

be allowed to use badges or other signs of office, or to seize carriage: they should be, as much as possible, the representative men of the classes who nominate them, and interference in their nomination or deposition should be avoided as much as possible.

(*f*) The district officer shall also arrange for the relief of the carriage at the stages ordered in the carriage rules of the province, or at stations determined on at the time of engagement; and he will forward the requisition or a copy of it to the civil officer of the district at the next station, to enable him to make such timely preparations as will prevent delay or impediment to the public service. He will also inform the officer making the demand that such has been done; but failing the receipt of such intimation, the latter should satisfy himself on the point, by application to the civil officer previous to marching. Except in cases of emergency, such as the breaking down of carriage, the death of cattle, etc., carriage is not to be exchanged except at the regular stations; but this rule is not intended to prohibit the discharge of carriage at any intermediate point with the consent of the owner.

(*g*) Carriage is to be hired to a convenient stage in the adjoining district, beyond which it is not to be taken without the written consent of the owners, unless the civil officer of that district shall certify that a relief cannot be furnished.

(*h*) The local governments will fix the rates of hire, back hire, demurrage, chowdries' fees, etc., to be allowed in each district for the different kinds of carriage procurable there; and a district officer, when making over carriage to the commanding officer, is to be careful to deliver to him in writing a full statement of the above particulars, and of the weight to be carried by each cart, boat or beast. Should this information not be received, commanding officers must apply for it, in order that no misunderstanding may exist on these very important points.

(*i*) When necessary the district officer is to advance half the hire on engaging the carriage. The commanding officer of the troops, if the carriage is not engaged through the commissariat department, is responsible that this is repaid to the civil officer, and that the full balance is discharged in due course.

724. Whenever carriage is engaged to any place, half the hire must be paid in advance and commanding officers will be held responsible that reasonable advances are made to the owners or drivers during the march, should a relief be unexpectedly protracted. (P. II, 91.)

725. The commissariat will make any advance required by the owners or drivers of carriage procured by that department for the public and private use of officers and troops; will repay any advances made by civil officers, and settle all claims on account of public carriage supplied for the use of regiments of British cavalry, and infantry, and batteries or companies of royal artillery. (P. II, 97.)

726. When officers are supplied with hired carriage by the commissariat department for their private use, they are required to pay the rates laid down for such carriage by the commissariat officer, and to strictly comply with the rules in force in the department, a copy of which will be supplied by the commissariat department. The hire of the carriage will be recovered by deduction from the pay bills of the officers concerned. (P. II, 93.)

727. A passport (*purwannah*) in English and the vernacular, signed and sealed by the district officer, is to be given to each person in charge of carriage. The carriage protected by this document, shall not be liable to seizure on the way home for the use of troops unless they are marching in the direction of the owner's house. (P. II, 108.)

728. Carriage of any description employed for purposes connected with the public works is as liable to be pressed for the use of troops as carriage employed by private individuals. (P. II, 112.)

729. In the event of troops passing the British frontier without having been able to effect a relief of carriage or cattle, it will be the duty of the commanding officer, from time to time, to regulate the hire in as equitable a manner as possible, in communication with the commissariat officer and with due reference to the prices of fodder and grain and to other local considerations. (P. II, 92.)

730. The owners of hired camels provided through the commissariat are not amenable to punishment as private servants. In the event of any serious misbehaviour on their part, the circumstances are to be reported to the officer commanding in camp, who will order such redress through the commissariat officer or agent, if present, as the occasion may appear to require. (P. II, 94.)

731. In all cases, when carts are furnished to troops marching, or for any other public purpose by the commissariat department, such carts shall, when practicable, be unloaded and set at liberty on the (P. II, 95.)

731—*contd.*

day of arrival at their destination, and be exempted from seizure or molestation thereafter, in order to admit of their returning home.

(P. II, 98.) 732. Commanding officers are responsible that the carriage is not overladen; that the beasts are not overdriven; that the cartmen and parties in charge are properly treated; and are further enjoined to take measures which will prevent the ill-treatment of baggage animals, when such are made over for the carriage of regiments, as in cases of deaths resulting from injuries inflicted by soldiers or regimental followers, government will not bear the cost of compensation to the owners.

(P. II, 99.) 733. Whenever there may not be a commissariat officer in camp quartermasters of corps are required to collect and inspect the whole of the public cattle at least once in each week, and to communicate to the nearest commissariat officer the names of any of the attendants who appear to neglect their duty.

(P. II, 100.) 734. Officers commanding corps, to which elephants are attached on a march, will be held strictly responsible that they are not employed for the carriage of mess-tents or any private property or for any other purpose than that for which furnished; and they will consider it their particular duty to see that no addition is ever made to the regulated load of these animals. The spare elephants supplied to troops are on no account to carry a load of any sort or description, public or private, sick men or the like, until required to replace other animals which have become injured, ill or unserviceable, on the line of march.

(P. II, 101.) 735. When elephants are attached to troops on the line of march, one or more steady non-commissioned officers are to be employed to superintend the loading and unloading, to accompany them on the march and to prevent their being maltreated.

(P. II, 102.) 736. Whenever any of the public cattle attached to corps on a march become unserviceable from sickness or other causes, the commissariat department will take measures for having them exchanged.

(P. II, 103.) 737. Public cattle are not to be employed for private purposes, under any pretence whatever.

(P. II, 104.) 738. All beasts of burden carrying public stores which have to be conveyed across rivers in ferry boats are invariably to be unladen before they enter the boats, and every precaution taken for the safe stowage and transport of the stores.

(P. II, 105.) 739. If the commanding officer has any complaint to make regarding the carriage, or the behaviour of the men in charge, he should address the district officer of the first station that he reaches, who will afford every legal redress in his power: on the other hand, district officers are responsible to government that the local carriages

rules are fairly adhered to, and if they fail in inducing adherence to them they should at once report the matter for the orders of superior authority.

740. On the occasion of the discharge or exchange of carriage procured otherwise than through the commissariat department, the commanding officer should require the certificate of the quartermaster that every cart and camel man and cooly has been duly paid up in full. This certificate should then at once be communicated to the civil authority, British or native, accompanying the troops, who should be requested to verify its correctness by appeal to the parties paid, and then to append his countersignature as a voucher: such certificates should be in duplicate, one copy being retained by the regiment, and the other sent to the civil officer of the district concerned. In a detachment which has no quartermaster, the commanding officer should himself perform the duty of having the cart men and others paid in his presence: the certificates being signed by himself and witnessed by an officer or non-commissioned officer. Where there is no civil officer the commissariat agent should be present at the payment and sign the certificate. (P. II, 106.) (P. II, 107.)

741. The following table shows the maximum weight of baggage for which the responsible commissariat or civil officer may be requisitioned to supply carriage, at the expense of the officers, etc., detailed, and who are not provided with carriage at government expense. It does not include officers' tents for which they are to maintain carriage out of their tentage, or government tents which are carried free:— (P. II, 109.)

		Mds.
	Commander-in-chief in India or officer newly appointed as such proceeding to take up his appointment	Discretional
	Lieutenant generals commanding forces	100*
	General officers commanding 1st class districts	80
	General officers commanding 2nd class districts	65
	(a) Colonels	45
	(a) Lieut.-colonels and majors in command	45
	(a) Majors not in command	25
	(a) Captains in command	25
	(a) Captains not in command	15
	(a) Subalterns	10
	Departmental warrant officers	5
	Departmental non-commissioned officers and men (commissariat, ordnance, etc.)	5
Batta drawing	Native commissioned officers	5
Batta drawing	Hospital assistants	2½
Batta drawing	Havildars and sub-hospital assistants	1
Batta drawing	Naicks	1
Batta drawing	Drummers, trumpeters, gunners, drivers, buglers and sepoys	½

(a) Including departmental officers, honorary commissioned officers, and others of corresponding rank.

* Discretional when proceeding to camps of exercise or instruction provided the tour allowances are not exceeded.

741—*contd.*

		Mds.
Band property		30
Orderly room		18
Quartermaster's office		5
Paymaster's office		10
Armourer's tools, British regiments		18
Treasure chest, ditto		18
Messes.		
Regiments of British cavalry or infantry.	Officers	170
	Sergeants	10
Wing of British cavalry or infantry with head-quarters.	Officers	140
	Sergeants	8
Wing of British cavalry or infantry without head-quarters.	Officers	90
	Sergeants	5
Troops of British cavalry. Company of sappers and miners. Company of British infantry.	Officers	70
	Sergeants	5
Battery or company of royal artillery	Officers	70
	Sergeants	5
Battery of Native mountain artillery	Officers	56
Regiment of Native cavalry or infantry	Officers	70
Wing of Native cavalry or infantry	Officers	50
Bazaars.		
Per troop or company of British or native cavalry, infantry, sappers or garrison battery of artillery		5
Battery horse artillery		10
Do. field ditto		7
Do. native ditto		10

(P. II, 110.) 742. Officers or soldiers who may require additional carriage at the period of a general relief, for the transport of their baggage or families, are invariably to make their own arrangements, in which they will be aided by cantonment magistrates, whose duty it is to facilitate the movements of troops and of individuals by furnishing carriage at as low a rate as may be consistent with justice to the owners.

Extra carriage—Bombay Command.

(P. II, 131.) 743. The following are the rules on the subject of extra carriage in the Bombay command and the examiner of commissariat accounts is authorised to pass all charges for extra carriage, properly prepared and supported by vouchers, without requiring the authority of a general order:—

(*a*) When an officer commanding a body of troops requires extra carriage, *i.e.*, carriage not specially provided for by regulations, for the conveyance of regimental stores, he should, if a commissariat officer or agent be near, procure it by requisition (Commissariat-Transport forms 25 and 25-A) on such officer or agent, a list of the stores being

attached to the requisition. Sanction should, however, be applied for, as corps are restricted to the sanctioned scale of carriage.

(*b*) Requisitions for extra carriage for the arms and accoutrements of men sick, absent on furlough, etc., are to be accompanied by returns of the number of men whose arms, etc., have to be carried and of the arms, etc., so carried, specifying the particular cause which renders it necessary to carry them.

(*c*) The description of extra carriage employed, whether hamals, coolies (head or bamboo), camels, ponies, bullocks, or carts with two, four or six bullocks, as the case may be, with the dates of entertainment and discharge, and whether hired for the trip or for any shorter period, must be specified in the review certificate (I. A. F. R. 533) which is to accompany the requisition.

(*d*) When no commissariat officer or agent is at hand, the commanding officer will make the best arrangements in his power to procure the necessary carriage, and charge for it by a contingent bill preferred on the commissariat officer of the district in which he is marching.

(*e*) Charges for extra carriage should be preferred immediately on the termination of the march during which it has been engaged. Whenever any delay occurs in this particular explanation of the cause thereof must accompany the charge, without which it will be rejected.

Note.—For carriage of sick and hospital stores, vide *army regulations, India, volume V.*

744. Orders directing the supply of any description of extra carriage accompanied by explanations from the departmental authority are to be submitted for the sanction of Government direct to the examiners of commissariat accounts, Punjab and Bengal commands, to the controller of military accounts in the Bombay command. (P. II, 115.

Carriage, Madras Command.*

745. Whenever a corps or detachment may be warned for movement in the Madras Command, it will be the duty of the commanding officer to ascertain that all practicable means are used by the several ranks under his command to provide themselves with the necessary carriage. When regimental arrangements cannot be (P. II, 132.

* For carriage allowed for the sick in the Madras Command, see army regulations, India, Volume V.

745—*contd.*

made, application must first be made to the commissariat department, and if that is not successful, then to the civil authorities.

(P. II, 133.) 746. In the event of the aid of the commissariat or the civil authorities being found necessary, the commanding officer having ascertained the exact number of carts, etc., which will be required and which it will be his duty to restrict as much as practicable, will make the necessary application, always giving, unless absolutely impracticable, at least fifteen days' notice, and specifying the date on which the carriage will be required, which will be the second day previous to that fixed for the march. On receiving intimation from the commissariat or the civil authority that any of the carts required are ready, the commanding officer will make arrangements for their being inspected and taken over, if found suitable, for the purpose required

(P. II 134.) 747. The commanding officer will be furnished with a register of the carts in the subjoined form, in which he will cause to be entered the names of the individuals by whom they have been engaged, for his guidance in the final adjustment of the hire:—

FORM.

REGISTER OF CARTS *provided by the magistrate of Bellary for the use of the——regiment for its march from Bellary to——.*

Number.	Number of carts delivered on each date.	Name and village of the cart owners.	Name and village of the driver sent by the cart owners, when different from their own.	Name of the person by whom hired.	Date on which the carts were made over to regiment.	Estimated value of the carts and Bullocks. Carts.	Bullocks.	Total.	Remarks. In which the commanding officer is requested to enter any note he may have to make respecting the carts.
1	2	3	4	5	6	7	8	9	10
						R.	R.	R.	
Total.	20								

N.B.—Each cart owner has received an advance of R——a, —p.——, and will have to receive at the end of the march R——a, —p.

Note.—This register will be made both in English and the Native language, and the duplicate of each sent to the commanding officer of the regiment, who will return one copy to the magistrate at the end of the march.

The object of making an entry of the estimated value of the carts and bullocks is that it may be known beforehand what their value is; and then if any claim to compensation hereafter arises, justice may be done to the claimant.

748. The commanding officer is responsible that the owners or drivers of carts, etc., employed by the corps are in no way ill-treated by either officers or men, and that the carts and bullocks are not overloaded, the cart load never being allowed to exceed 800lb, including all persons habitually carried on it, and that of a bullock 123lb. (P. II, 135.)

749. No demand for coolies, carts, or cattle is to be made at any intermediate village, except in the event of unforeseen accidents on the road, such as the death or desertion of coolies or casualties among cattle, when the commanding officer will make the requisite demands to the headman of the place in communication with the revenue servant accompanying the troops. Commanding officers must, in such cases, pay a proper consideration to the means and resources of the village, and enforce in the strictest manner an adequate remuneration to the people employed on their requisition. The commanding officer of a corps or detachment is the only person entitled to correspond or communicate with the civil authorities on the points above stated. (P. II, 137.)

750. When Native troops move in relief by route march and their families accompany them or are permitted to proceed by rail or other mode of conveyance at their own expense, the difference between the old and present rates of cart hire for such wives and children as are recognised by government and permitted to reside in regimental lines is admissible as a charge against government for the distance marched by the troops. On the termination of the march the commanding officer is required to adopt measures for the immediate payment of the balance of hire. To facilitate this he is authorised to draw, on his receipt and responsibility, a sum sufficient to meet all demands for carriage supplied to the corps on the march. (P. II, 138.)

751. The regimental cart funds will be available to assist men of Native regiments in meeting expenses of cart hire when moving in relief, etc. (P. II, 139.)

752. Under the hutting rules, the value of huts advanced by government to a regiment about to march is available to assist the men in paying for their carriage, and can be added to the cart fund in whole or in part, at the discretion of the commandant. (P. II, 140.)

753. On the occasion of a regiment embarking for foreign service, the money will be available for the carriage of the families to their homes, and in the event of the railway or any other mode of conveyance being used, the money will be equally available. The (P. II, 141.)

753—*contd.*

employment of the cart fund for any purposes, even temporary, other than those above specified, is forbidden. All subsidiary rules and minor details connected with the cart fund will be provided for under regimental arrangements and orders. The funds will invariably be closed and adjusted with the men on the arrival of the corps at its new station.

(P. II, 142.) 754. Assistant adjutants general attached to commands are directed, under the authority of officers commanding, to ascertain from commandants of corps or detachments about to be put in movement, as soon as the day of march is fixed, whether any further pay will be required before arrival at their ultimate destination: if required, they will communicate with the paymaster in whose range such pay will have to be drawn.

(P. II, 143.) 755. Advances from the local revenue treasuries are authorised to be made to troops ordered to march on emergent occasions, on the application and responsibility of officers commanding regiments.

(P. II, 115.) 756. Orders directing the supply of any description of extra carriage, accompanied by explanations from the departmental authority, are to be submitted to the deputy adjutant general of the command for the sanction of government.

Demurrage.

(P. II, 151.) 757. The following are the general rules on the subject of demurrage (*vide* para. 723 (*h*)) :—

(*a*) If an indent is for a greater quantity of carriage than is ultimately required, demurrage must be paid at full rates for every day, or part of the day, that the carriage has been detained.

(*b*) Demurrage is due for the period which may intervene between the date of the engagement of the carriage and the march of the troops.

(*c*) The state only pays demurrage for all public carriage.

(*d*) When the commissariat department is required to furnish carriage for baggage, commissariat officers will keep the commanding officer fully informed of the probable amount of demurrage for which the corps or detachment will be liable; but no error of estimate of demurrage will affect the liability of the troops for the whole demurrage that may become due by them.

(*e*) When it is necessary for a commissariat officer, owing to local difficulties, to engage carriage before it is actually

required, in order that the opportunity of providing it may not be lost, the carriage is to be at once made over to the indenting officer, who will be informed by the commissariat officer of the date of its engagement, and of the cause of its being thus early supplied ; an intimation of date of hire of the carriage will, in all practicable cases, be made on the indent.

(*f*) When under similar circumstances it may be necessary for a commissariat officer to engage carriage from a distance or from the adjacent country, he will present a certificate for the signature of the officer commanding the station to the effect that the necessity for so obtaining the carriage had been explained to his satisfaction.

(*g*) No charges shall be made for demurrage if the carriage or cattle supplied on indent is declared unserviceable by a committee of officers.

Supplies—Punjab, Bengal and Bombay.

758. On receiving the route by which a corps or detachment is to move, the commanding officer will, without unnecessary delay, communicate to the civil or political authorities of the districts to be traversed the date on which the corps or detachment will arrive at each of the stages on the road, noticing the places at which it will halt for one or more days: *at least a fortnight's notice should, if possible, be given in each case.* (P. II, 152.)

759. Should any unexpected difficulties or subsequent orders cause a change in the date fixed for the arrival of the corps or detachment at any of the stages, early notice of the same is to be communicated to the civil authorities concerned in order that the necessary instructions may be given to the Native civil officers respecting the provision of supplies at the proper time. (P. II, 153.)

760. If supplies have been collected agreeably to the route furnished by the commanding officer of a corps or detachment to the civil authorities, and any loss arises owing to a deviation from the route, the commanding officer will be made responsible for such loss unless the urgency of the deviation is proved to the satisfaction of government. (P. II, 154.)

761. The communication (paragraph 758) to the civil authority concerned is to be accompanied by a requisition (commissariat form 15A.) ; but requisitions for supplies for British troops on a (P. II, 155.)

761—*contd.*

march are not to be made without its being first ascertained by commanding officers from the executive commissariat officer equipping the troops or from the victualling gomashta with them, that none of the articles demanded are to be supplied by contract.

(P. II, 156.) 762. The supplies enumerated in the requisition are the *only* articles which civil officers will be expected to provide. It will therefore be the duty of commanding officers to make such arrangements as may appear necessary to enable the regimental bazaars to furnish all other articles such as tobacco, goor, etc., that may be required for the comfort of the men, and of which a sufficient stock can always be laid in at the larger cities or stations on the route. Whenever the quantity of firewood demanded cannot be supplied, '*opla*' will be provided as a substitute.

(P. II, 157.) 763. The scale laid down is to be considered as the maximum and not as a fixed scale, and must never therefore be exceeded: *and the supplies to be demanded are to be strictly limited to the quantity and articles actually required and which are certain to be taken by the troops:* should more be demanded than is necessary, the officer preferring the requisition will be held responible for any loss that may accrue to the suppliers. In preparing the requisition the number of men and cattle of each description actually present is to be correctly enumerated, and the quantity of grain required for the daily consumption of private cattle should also be ascertained.

(P. II, 158.) 764. The commissariat agent proceeding with the public cattle attached to a corps or detachment should be prohibited from demanding a larger supply of grain than is actually required, and should be warned against exacting any *dustoorie*, or receiving any description of perquisite. The price-current furnished to him should state the description and quantity of grain he may have purchased.

(P. II, 159.) 765. If the quantity of supplies furnished is found to exceed what is required for daily consumption, revised requisitions are to be sent to the civil authorities concerned. This rule is to be most particularly attended to by commanding officers in order to protect the contractors from loss.

(P. II, 160.) 766. On the line of march the supply of rations is generally entrusted to a native agent, styled a victualling agent, who is appointed by the executive commissariat officer to accompany the troops. The commanding officer is required to give the agent all necessary assistance by protecting him from maltreatment, causing his vouchers to be duly filled up and signed, the daily requisitions to be furnished to him, permitting him to lodge the public money in his

possession under charge of the quarter or other available guard, and furnishing him with authenticated extracts of all orders previous to their being complied with.

767. To enable the commissariat department to bring the exact quantity of rations to the ground, instead of an extra supply to meet unexpected demands, requisitions for the rations required for each day are to be sent in to executive commissariat officers by 2 o'clock P.M. on the previous day. (P. H, 161.)

768. Commanding officers of regiments and detachments under orders to march are to give previous intimation to the commissariat department of the quantity of rum that will be required on the road, malt liquor not being allowed on the march. The cost of carriage on the march will be borne by the commissariat department. (P. II, 162.)

769. An advance of R200 may be made by paymasters to commanding officers on the commencement of a march to enable them to furnish funds for the wholesale purchase of the firewood, etc., to be recovered by the retail sale, the advance being re-adjusted at the close of the march in the usual manner. (P. II, 163.)

770. Every encouragement is to be given to the people of the country to supply the camp bazaar, and any soldier using them ill or attempting to defraud them is to be instantly confined and punished. (P. II, 164.)

771. The civil authorities will invariably depute a functionary of respectability to meet a regiment or detachment the day before it enters the districts under their charge. This individual, who is always to be treated with proper consideration, will wait upon the commanding officer, receive his instructions, and precede the corps daily, to ensure the supplies being in readiness, and to satisfy himself that they are of good quality. (P. II, 165.)

772. To ensure the prompt adjustment of demands connected with supplies furnished to corps and detachments on the march, the civil functionary in attendance is to have all the accounts ready for adjustment by 4 o'clock in the afternoon of each day, and submitted to the quartermaster in time to enable him to report such adjustment to the commanding officer by sunset, so that sufficient time may be afforded for the investigation of all disputed claims. (P. II, 166.)

773. When all the demands have been satisfied, the civil functionary in attendance must give an acknowledgment to the commanding officer that all the demands of the day have been settled; and when, from any particular circumstance, the demands have not been adjusted, a statement to that effect, specifying the amount and the nature of the demand, must be given by the commanding officer, on (P. II, 167.)

773—*contd.*

which is to be distinctly stated the proper officer to whom the document should be forwarded for adjustment.

(P. II, 168.) 774. Officers and others who may require sheep, fowl, kids, milk, eggs or other articles not specified in the form of the requisition are not to employ soldiers or lascars in procuring them, but must send their servants into the neighbouring villages with money for their purchase. The civil functionary who attends the corps or detachment will be able to give information where such articles are likely to be obtained, but is in no case to interfere by his authority in procuring them. This rule applies with equal force to officers of the commissariat department collecting supplies, and also to officers travelling with escorts; the latter should apply to the nearest local police officers by whom every assistance consistent with the regulations of government will be afforded.

(P. II, 169.) 775. The *russud* guard of Native troops is to be commanded by a Native officer, who should be selected for the duty with reference to his temper, discretion, and other obviously necessary qualifications; and in addition to receiving full instructions for his conduct, should be warned that if any of the party under his command misconduct themselves by taking without payment firewood, grain, etc., he will be held responsible for their behaviour.

(P. II, 170.) 776. It will be this Native officer's duty to prevent any disturbances taking place in the villages in which the supplies are collected, and to afford every protection in his power to the people bringing them. In the Punjab and Bengal he will receive the firewood, earthen pots, forage and straw, duly paying for the articles on delivery. The carriage for them to the camp will be furnished by the civil functionary, when they will be made over to the chowdry of the bazaar, or other persons who may be entrusted with the duty of retailing them to the officers and men: any portion of these articles which may remain unsold at the time of closing the bazaar, being returned to the parties from whom they were received in the morning at the price then fixed for them.

(P. II, 171.) 777. In the case of detachments, or where burdasht-khanas or extemporised bazaars or store houses (which are only provided for encamping grounds on much used lines of road where there is no large town or sudder bazaar close at hand) have been established along a line of road, *russud* guards are not to be employed, but in lieu thereof, an intelligent non-commissioned officer is to be sent on in advance daily, to give notice of the approach of the troops, and to see that the requisite supplies are in readiness for the troops when they arrive.

778. On the march of a corps or detachment, the quartermaster as well as the British (or Native) officer of the day, is to be directed to visit the bazaar daily to see that no just cause of complaint exists on the part of the contractors or others attending with supplies. (P. II, 172.)

779. In the event of an unfavorable report being made of the supplies furnished, it will be the duty of commanding officers not to be solely guided by the report of the chowdry or *russud* guard, but to order a thorough investigation by a committee of officers in British corps, or of Native officers, superintended by an experienced British officer, in Native corps, a copy of whose report should be forwarded for the information of the civil officer of the district. The examination of the supplies should not be confined to a sample, but extended to the whole quantity furnished. (P. II, 173.)

780. To prevent the necessity of future complaint or reference to the civil or military authorities of the district, the revenue and police officers, and even the villagers residing in the vicinity of the camp, should have ready access, in order that commanding officers may have early information of any occurrence deserving their attention. The officer on duty should be held responsible for the enforcement of this order, and should be instructed to bring any individual into camp who may wish to prefer a complaint. (P. II, 174.)

781. When marching along lines of roads where burdasht-khanas have been established, it will be the duty of commanding officers to give a guard for the support and protection of the different contractors appointed by government, who will supply all regimental bazaars wholesale in the usual manner; small detachments, however, or individuals proceeding on duty or leave, will be supplied direct from the burdasht-khanas themselves. (P. II, 175.)

782. In order to prevent as far as possible any imposition being practised on the troops, the commanding officer should apply to the civil officer of the district for a price-current, in the vernacular and English, of all articles of fixed value; of those of fluctuating price duplicate copies of the price-current will be furnished, one of which is to be signed by the commanding officer and to be sent by him by post to the civil officer of the district, with an intimation of any disposition, when such appears, to impose inferior articles or improper prices on the men. (P. II, 176.)

783. The civil authorities are relieved from all responsibility connected with supplies of troops encamped in military cantonments where sudder or station bazaars exist, and the duty of providing such supplies devolves on the officers in charge of such bazaars to whom commanding officers of corps and detachments will submit their requisitions. (P. II, 177.)

(P. II, 178.) 784. All British commissioned officers when on service in the field or *en route* with any portion of their corps from one station to another are entitled, *in case of actual necessity when other sources of supply fail*, to draw daily rations from the commissariat department at the rate of one ration for each officer: the cost of the ration is fixed at 8 annas per ration, inclusive of all contingent charges, but exclusive of the cost of rum, which is to be charged for separately. Commanding officers are held responsible that officers settle for rations, etc., on the claims being presented by the commissariat officer. The amount of such claims should be credited to government in pay lists and general states or by deduction from pay bills of the officers concerned.

Supplies—Madras.

(P. II, 179.) 785. Commanding officers will be guided by the following rules for furnishing supplies to troops when marching within the territories of the Madras Command:—

I.—On the receipt of intimation from the military authorities of the route of troops about to march through a district, the collector and magistrate should immediately give notice to the tahsildars of the talook through which they will pass, informing them of the expected number of troops, of British officers and of camp-followers, of the stages at which they will halt in each talook and the probable date of arrival.

II.—The tahsildars should be directed to send immediately to the huzoor treasury for money for the purpose of purchasing such specific quantity of supplies as may be directed. It is believed that the following will generally be found sufficient for an infantry regiment; when smaller detachments move, of course less in proportion will be required:—

				Rs.	a.	p.
Paddy, straw				5	0	0
Raggy, do.				8	0	0
Grass				5	0	0
Firewood				10	0	0
Pots				4	0	0
Tent pegs				1	0	0
1st sort sheep	5, at	1 rupee	each	5	0	0
2nd do	10, „	12 annas	„	7	8	0
1st sort fowls	20, „	4 „	„	2	8	0
2nd do.	30, „	1 anna		1	14	0
				49	14	0

III.—Tahsildars should be directed to depute their peshkar or the karkoon of the division, assisted by two intelligent peons, to purchase, and have ready by a certain date at each stage, the supplies required.

IV.—The supplies should be directed to be purchased, as far as possible, at the neighbouring weekly shandies or markets to which produce of every description is generally brought for sale, but when it may not be possible to procure the whole that may be required in this way, the rest should be purchased from the people voluntarily, and on no account collected by contribution.

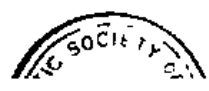
V.—In every instance, whether the supplies are bought at the weekly markets or from the villages, payments must be immediately made and a receipt taken, which receipts should be forwarded as vouchers to the huzoor along with the detailed account of purchases and sales.

VI.—Payment for supplies should on no account be made to the head inhabitant or curnum of the village for distribution to the individuals furnishing them, but should always be made direct to the owners.

VII.—When a regiment or large body of troops is passing through a district, the tahsildars should be directed, if possible to accompany them through their respective talooks, or if, in any instance unavoidably prevented, the peshkar or talook sheristadar should be deputed to this duty. They should be ready to obtain more supplies, if what has been already collected proves insufficient, and to afford any assistance that may be required.

VIII.—On the arrival of troops at each stage, the tahsildar should cause the peshkar, karkoon, or other respectable revenue officer, assisted by two intelligent peons, to issue the supplies to them as they may be required, carefully receiving payment for everything. Any articles that may remain undisposed of should be immediately afterwards sold by outcry; and an account of particulars of the purchases, the sales to the troops, and what is realised for the remaining articles, should be transmitted to huzoor within five days after the troops shall have passed through the talook.

IX.—Tahsildars should be distinctly informed that neither coolies, pots, fire-sticks, tent pegs, nor any articles whatever are to be given without payment.



785—*contd.*

X.—Tahsildars should be directed to comply with any requisition for coolies, receiving, however, in the first instance, the hire of the men at the regulated rate.

XI.—In every case when the number of troops is larger than the ordinary bazaars can supply, or when the bazaars are distant from the line of march, supplies should be purchased and conveyed to the halting places at government expense, the owners receiving payment when the purchase is made, and not being required to quit their residences. The supplies should on the arrival of the troops or their advance guard be made over at once to some officer of the corps appointed for that purpose by the commanding officer, whose duty it should be to arrange for their distribution and payment, the magistrate's subordinates having simply to provide the articles previously demanded: articles not bought by the regiment might be made over to the magistrate for resale by auction, and the loss borne by government.

Commanding officers should, however, act with the greatest caution in indenting for supplies, for they will personally be held responsible should heavy loss accrue to government through indenting for excessive quantities.

In case of loss arising owing to a deviation from this route, commanding officers will be made responsible for such loss, unless the urgency of the deviation is proved to the satisfaction of government.

XII.—Tahsildars should also be directed to give timely intimation to all the villages in the vicinity of each stage of the day on which the troops will be at that stage, and to invite and encourage the inhabitants to bring in their supplies of every description for sale, the same as at the weekly market, assuring them that nothing will be taken from them and no oppression be permitted to be practised towards them.

(P. II, 180.) 786. On the occasion of the movement of a British corps, or detachment, the commissariat will make all arrangements for victualling the men during the march, and will provide the necessary establishment of servants for procuring and issuing the supplies, but the cooking of the rations will be effected under regimental arrangements.

787. In addition to the authorised establishment of commissariat servants for parties of various strength, an European warrant or non-commissioned officer will, whenever practicable, accompany a British corps when on the line of march: he will supervise the general duties of the commissariat servants and will be furnished with a paper of instructions for his guidance. In the absence of a warrant or non-commissioned officer, these instructions, slightly modified, will be given to the purveyor, and a copy of them will in all cases be forwarded for the information of the officer commanding the corps or party in movement. (P. II, 181.)

788. When the warrant or non-commissioned officer or agent who accompanies the troops is called upon by the commanding officer to issue articles which are not sanctioned by regulations, he should point out that such authorised extra issues must be provided for by regimental arrangements and on payment: they cannot be admitted as a charge against government. (P. II, 182.)

789. On the line of march when families cannot procure supplies, they may draw rations on prompt payment and on the responsibility of the officer making the demand. (P. II, 183.)

Customs and Tolls.

790. Whenever an officer is desirous to secure the free transit through a foreign territory of property belonging *bonâ fide* to himself or to the government, which may be passing from one part of the British provinces to another, he is to apply to the officer commanding the station nearest to the place whence the articles are despatched or to which they are proceeding for a pass, to be drawn out in English and the vernacular, as follows:— (P. II, 184.)

Be it known to all thanadars, tahsildars, custom-house officers and other agents of government, British or foreign:—

Since the articles enumerated below, being the property of_____, are being conveyed from_____to_____in charge of_____, it is requested that they may be allowed to pass without hindrance, or demand of duties of any kind, and that such assistance as may be necessary may be rendered to the persons in charge of them.

DETAIL OF ARTICLES.

Specification. *Quantity.* *Mode of conveyance*

(*Signature of commanding officer.*)

Railway Bridge Tolls.

(P. II, 184A.) 791.

(*a*) Troops;

(*b*) Public establishments, and establishments hired by the state;

(*c*) Government transport and transport hired by the state; and

(*d*) Government slaughter cattle and sheep crossing the bridges of the East Indian railway, also bridges of guaranteed railways and of railways of the type of the Indian Midland, Bengal-Nagpur, or Southern Mahratta, constructed prior to the 11th May 1880, and to which the Tolls Act, VIII of 1851, has not been made applicable; are subject to the payment of tolls, the amount being defrayed as follows:—

i.—For troops and the establishments, transport, etc., accompanying them—by regimental authorities subject to post audit by the examiner of commissariat accounts,—*vide* instructions for the payment of British and Native troops.

ii.—By the commissariat department in all cases when transport or establishments are not accompanying troops, the charges being supported by passes signed by the representative of the commissariat department, and receipts or bills of the toll collectors.

Tolls are not leviable for the passage of troops, etc., as above over bridges on imperial and provincial state railways, as section 143 of the Army Act of 1881 is applicable to such bridges. When the tolls of these bridges are leased, stipulation will be inserted in the lease, prohibiting the levy of tolls for the passage of troops, etc. The following are imperial and provincial state railways:—

State—Imperial.

Patna-Gya.
Rajputana-Malwa.
Villupuram-Guntakal.
Bezvada Extension.
Dhond-Manmad.
Bhopal-Itarsi (British section) North-Western.
Oudh and Rohilkhand.
Wardha Coal.
Jammu-Kashmir (British section)
Toungoo-Mandalay Extension.

State—Provincial.

Burma.
Bareilly-Pilibhit.
Lucknow-Sitapur-Sihramau

Eastern Bengal (including Northern Bengal and Assam Behar).
Nalhati.
Tirhoot.
Jorhat.
Cherra-Companygunj.
Amritsar-Pathankot.

Other railway bridges to which the Tolls Act is, or may hereafter be made applicable, will come under the operation of section 143 of the Army Act of 1881 and troops, establishments, transports, etc., as above, will be exempt from payment of toll. In Bengal, the following bridges are under the Tolls Act :—

(1) The bridge over the Hooghly at Calcutta.
(2) The bridge over the Jhelum between Haranpur and Molukwal on the Sind-Sagar Railway.

Tolls are not levied on bridges in Bombay and Madras.

792. In the Punjab and Bengal the only exemptions from the payment of tolls are made in favor of troops and military stores and equipages on their march, and of police officers on duty, or of persons or property in their custody; also of all government officials who may have received a personal exemption, under the direct orders of the local government. (P. II, 185.)

793. In Bombay the following exemptions, as far as regards troops are made from demands on account of tolls :—* (P. II, 186.)

(*a*) Military officers and camp-followers, carts, cattle, etc., when moving under the orders of competent military authority.
(*b*) Grass-cutters attached to cavalry or artillery.
(*c*) Carts containing public treasure, with their escorts and baggage.
(*d*) Carts actually employed in the conveyance of materials for the construction or repair of public works constructed or maintained by imperial, provincial or local funds.
(*e*) Peons of all departments wearing their belts.

794. When a toll is passed by carts hired for use on the public service in cases other than those referred to in clauses (*c*) and (*d*) of paragraph 793, the toll is to be paid and the sum recovered on a contingent bill. In the case of military officers not in uniform, (P. II, 187.)

* Attention is invited to para. 143, Army Act, and it is to be understood that exemption from payment of tolls and ferries can only be claimed for regulation quantity of baggage, number of chargers, etc.

794—*contd.*

drivers with or without government cattle, and followers who may not be known to the toll clerks, they should be furnished with a certificate in the following form, in the language of the district, signed by the commanding officer or staff officer of the station whence the men or articles are proceeding :—

"Certified that the bearer (name) with followers, carts, or other equipages (or cattle) conveying baggage (or stores) proceeding to (as the case may be) the property of (name), is entitled to pass all tolls free of charge on presenting this certificate."

(P. II, 189.) 795. Officials not exempted from payment of tolls either under the Act or the special authority of the local government when travelling on duty will, notwithstanding, be expected to pay all the usual tolls in cash ; and such payments may be adjusted in their personal or departmental contingent bills, when sufficient authority exists for the charge being debited to government.

Dâk Bungalow Fees.

(P. II, 191.) 796. All persons making use of dâk bungalows, including soldiers on duty, are required to pay the usual dâk bungalow fees, and to enter in the book kept for the purpose, their names, corps, or department, and amounts paid.

River, Canal and Ferry tolls.

(P. II, 191.) 797. The following description of boats are exempted from the payment of river and canal tolls :—

I.—Boats laden with government stores, on the production by the person in charge of a certificate in the following form, signed by the officer under whose orders they were despatched :—

"Certified that boats laden with military stores, together with spare boats, have been this day despatched by me, in charge of _____ and consigned to _____.

(*Signature of the commissariat, ordnance, or other officer.*)

II.—The boats of officers proceeding with troops ; boats employed in the transport of troops, their military and bazaar stores, and for the accommodation of their camp followers.

(P. II, 192.) 798. Commanding officers of troops proceeding by water will furnish the collector of tolls with an authenticated abstract of the number and description of boats actually in use with their corps or detachments, in order to their due exemption.

(P. II, 193.) 799. In Bombay when parties of sepoys on duty pass ferries which may be farmed out to individuals, a certificate of the numbers passed from the commissioned or non-commissioned officer in charge shall be sufficient authority to ensure the disbursement of the charge thus incurred, and it is to be presented to the nearest collector for payment.

800. On all occasions of the issue of routes to officers commanding corps or detachments proceeding across the salt customs boundary line, a copy of the following extract from the inland customs rules will be furnished for guidance by the officer issuing the route:— (P. II, 191.)

(*a*) No person shall himself pass, or shall transport any article, or conduct any animal, vehicle or vessel across the customs line, except at such points as may from time to time be determined by the commissioner of inland customs.

(*b*) A customs post, established at any point of the line declared open for the passage of any dutiable article, is called a "trade post."

(*c*) All persons and things crossing or being taken across the customs line may be searched by, or by order of, any customs officer on duty.

(*d*) Whenever it is necessary to cause a woman to be searched the search shall be conducted with strict regard to the habits and customs of the country.

(*e*) When anything is seized and detained under the Act or the rules made under the Act, it shall not be released until all duty, penalties and charges due on account thereof have been paid by the owner to the inland customs officer who is in possession of such thing.

(*f*) If the thing is reported for confiscation, it shall not be released unless orders for the release are received from competent authority.

(*g*) If an animal is so seized and detained, the owner shall provide for its due care and keep, in default of which the animal may be sold to defray charges.

(*h*) If orders are received from competent authority for the release of anything seized and detained, and no duty or penalty is payable in respect of such thing, it shall at once be given up to the owner or his agent on his paying all charges incurred.

APPENDICES.

APPENDICES.

Appendix I.

[REFERRED TO IN PARAS. 244, 346 AND 380.]

Instructions for the information and guidance of officers proceeding from India in charge of British troops, with a list of returns, discharge documents, etc., required to be kept during the voyage, and to be made over to the authorities at the port of disembarkation.

I.—When invalids or time-expired men proceed *viâ* the Cape, they are supplied with arms and accoutrements for 10 per cent. of the number embarked, with 100 rounds per rifle. When the strength of a detachment embarked is under 100 men, the minimum number of stands to be shipped for their use shall be ten; the arms are shipped by the arsenal authorities.

II.—Before the embarkation takes place, the officer proceeding in command will satisfy himself that the men have no unadjusted claims, that they are in possession of their full Indian kit, that their sutringees have been washed, and that the remainder of their bedding has been sold. A report to the above effect is to be made for the information of the officer commanding at the port on the day previous to the embarkation.

III.—Previous to the embarkation of troops, the officer commanding at the station from which the regiment is proceeding will convene a committee of officers, of which the officer commanding the regiment or detachment embarking shall be president or member, for the purpose of assessing the value of all stores, the property of the state, which troops about to embark take with them.

IV.—When stores are left behind and transferred to the ordnance or other departments, it is compulsory on the commanding officer to obtain a receipt for the stores transferred, and upon the officer taking them over to give a receipt to the commanding officer, whether it be applied for or not. Commanding officers will then be required to produce the receipt in proof of any alleged transfer of stores, and, failing this, will be responsible for the value of the missing articles.

V.—Immediately on the completion of the embarkation, the officer commanding the troops on board will order a muster to be held, and will afterwards fill in and make over to the officer superintending the embarkation the several returns required for transmission to government, etc.

VI.—The sailing orders are not to be delivered to the master of the ship until the troops have been on board 24 hours, and not then, unless the steam tug is actually alongside, and the officer commanding is satisfied that the vessel is ready to proceed to sea.

VII.—A departure report showing any casualties which may have occurred since the troops embarked (if none have occurred, the fact should be stated), and also any discrepancy which may be found between the number, in the embarkation return, and those actually on board, is to be filled in, signed and dated at the Sandheads, on the pilot leaving the vessel, and given to him for transmission to the assistant adjutant general of the district.

VIII.—From the date of embarkation, a boardship order book should be kept as well as copies of all correspondence with the master of the ship and others.

IX.—The officer commanding the troops on board will, if he considers it necessary, appoint a special non-commissioned officer on extra duty pay, to supervise the insanes on board and their attendants generally. It will be the duty of this non-commissioned officer to take charge of the bedding and clothing of the insanes. In the event of it being considered unnecessary to appint a special non-commissioned officer for the above duties, then the officer commanding the troops will make all necessary arrangements for the safe custody of the clothing, bedding, etc., of the insanes during the voyage."

X.—The officer detailed for daily duty should invariably inspect the whole of the rations before issue, and, if any of them appear unwholesome or of inferior quality, he should stop the issue and report the circumstance to the officer commanding, by whom a board of survey should be assembled (to be put in the order book), of which the second-in-command will be president, and at which a medical officer will attend to inspect the articles complained of; on being satisfied that the provisions are unfit for issue, the commanding officer will proceed as laid down in G. O. C. C., dated 31st August 1865.

XI.—All sums due as "temperance money" are to be received from the master of the ship before disembarkation, and handed over, with the men's documents, to the staff officer superintending the disembarkation.

XII.—No soldier, whose liquor ration has been stopped on boardship by the lawful order of the officer commanding, shall be entitled to claim value of such ration in money.

XIII.—The name of any soldier convicted by court-martial, or who shall have incurred forfeiture of pay, or of the liquor ration, or its substitute, on boardship, for any period exceeding seven days, shall be entered in the regimental defaulter's book.

XIV.—Kits of soldiers dying should be sold at once, but such things as medals, rings, watches, etc., likely to be prized by friends, as also all cash found in possession, should be sealed up and made over to the officer superintending the disembarkation, or, in the case of invalids, to the commandant at Netley.

Wills of deceased soldiers should be similarly dealt with.

XV.—Should a man fall overboard, or should any accident occur to the troops, a court of enquiry should be ordered to investigate the circumstances. The proceedings of all such courts, as well as of boards of survey, etc., should accompany the report on the ship.

XVI.—All forms for delivery at the port of disembarkation should be filled in as far as possible during the voyage and be ready to be handed over to the staff officer who will board the vessel immediately on arrival. To save delay in searching for the officer commanding troops, it should be considered the rule for that officer, accompanied by the adjutant, to be at the gangway, on the vessel coming alongside; this will facilitate the issue of urgent orders and ensure the disembarkation being commenced without loss of time.

The commanding officer on board is responsible that the whole of the returns are prepared and collected ready for delivery.

In the case of ships proceeding to ports in the United Kingdom, the following is a complete list of returns to be furnished by the commanding officer, and handed to the staff officer boarding the vessel:—

(A) Army form B-127, nominal rolls of *all* the troops on board by corps according to their position in the army list (to be furnished in duplicate).

(B) The same form in original of all Royal Artillery on board.

(C) The same form in original for.
- (1) Southern Division, Royal Artillery, for Fort Rowner, Gosport.
- (2) Western Division and Mountain Artillery for Plymouth (in the event of the vessel calling there).
- (3) Invalids and insanes (of all corps) for Netley.
- (4) All time-expired men and reservists for discharge depôt.
- (5) All other details who will be disposed of by the disembarking officer

The families are in each case to be shown as explained in specimen copy in the form.

All the rolls under (C) will be given by the staff officer to the officer commanding the particular party, prior to its departure, except that referred to at (4). This roll should be in possession of the officer in command of the discharge depôt party, who should be ready to proceed to that place immediately the vessel is alongside. This officer should also have ready for immediate landing, the whole of the documents of this party, which should include the following returns:—

1. Army form N-1452, acquittance rolls.
2. Inventories (in duplicate) of deceased men, embarked as time-expired or reservists (whose kits should be placed in charge of a non-commissioned officer and taken to the discharge depôt).

3. Particulars (in duplicate) of sale of effects of such deceased men.
4. Return of families of time-expired men, reservists (in manuscript) giving Christian names of women and ages of the children.
5. Original statements of account (army form O-1811) of time-expired men and reservists.
6. Claims for command and extra-duty pay on board (discharge depôt form 17). The latter form will be sent out by the pilot on arrival of the vessel.

Similar forms should be made out for the following (and included with the other documents) :—

Paymaster at Royal Victoria Hospital, Netley — for invalids embarked all documents referred to in sub-paragraphs 1, 2, 3, 4 and 5.
6. As far as extra-duty pay for soldiers employed as temporary hospital attendants on army form I-1229, accompanied by army form O-1045, duly completed and signed by the men so employed.

Officers commanding parties proceeding to Plymouth (when ship calls there), Fort Rowner and Netley, should have charge, similarly to the officer proceeding to the discharge depôt, of all documents belonging to their men, and hand them over on arrival at their destination.

(D) Army form B-125 (disembarkation returns of details) and *Army form* B-135 (of units), both in triplicate.

If the detachments have been embarked, at different ports, the place and date must be shown separately in the order embarked, but in one return.

(E) Voyage report on India Army Form R. 521 in the case of hired transports or freight ships in quintuplicate, *one* copy being given to the master of the vessel (see paragraph 412).

If a transport officer be on board, the reports should first be handed to him for his remarks and countersignature.

(F) Proceedings of any boards that may have been held during the voyage.

The documents referred to above should be carefully sorted and addressed as follows :—

(*a*) Invalids and insanes of all corps to Assistant Adjutant General, Netley.

(*b*) Time-expired men and reservists, except those of Southern Division, R. A. — Commandant, discharge depôt.

Time-expired men and reservists:
(*c*) of Southern Division, R. A. — Officer commanding depôt, Southern Division, R. A., Fort Rowner.
(*d*) of Western Division, R. A., and Mountain Artillery. — Officer commanding depôt, Crow Hill Fort, Plymouth. (When ship calls.)

App. I. Appendix I.

Documents of all other details should be marked on the outside with the description of the party or individual to whom they belong and their destination, and handed over to the disembarking staff officer.

XVII.—It is most important that the articles of kit should be got up from the baggage-room the day before the arrival of the ship and issued to the men.

Men should be cautioned that no rubbish, old clothing, etc., is allowed to be thrown overboard when the vessel is in dock, and if possible, steps should be taken to have a general cleaning made the day before arrival, after the men have had access to their kit-bags.

It frequently occurs that men and families are withdrawn from embarkation, whose kit-bags or boxes have been placed on board, and cannot be got out. Such baggage should be collected at the first opportunity during the voyage and handed over to the disembarking staff officer.

XVIII.—The officer commanding troops on transports is held responsible as to the cleanliness of all parts of the vessel allotted to military passengers, and he should devote particular attention to this point, as on disembarkation it has to be left in a thoroughly clean condition.

It is desirable to appoint a non-commissioned officer as "sanitary sergeant" who would be responsible for all latrines, wash-houses, etc., strict supervision being kept by him over fatigue parties detailed for those parts of the ship.

If necessary, a party should be left behind to complete the cleaning when the troops have disembarked.

After disembarkation, the officer commanding troops and the disembarking officer will inspect the vessel in order to see whether the work has been properly performed, and to the satisfaction of the transport officer and the master, who will accompany them.

The certificate referred to in paragraph 1660, Queen's Regulations, 1898, will be given to the master.

XIX.—Arrangements should be made during voyages to the United Kingdom for the formation of troops for the discharge depôt into sections of not more than 200 men, each under charge of one officer and a roll of officers placed on duty with sections and the corps forming such sections should be made out and handed to the disembarking staff officer.

The officer in command of the discharge depôt party, and the officers in charge of sections, will be required to proceed with them to their destination, reporting personally to the staff officer.

The speedy disembarkation of the troops mainly hinges on the landing of the heavy baggage, and it greatly depends on the time of arrival as to whether this shall take place at once. The following instructions will be observed :—

A party of one officer (a captain, if possible), three sergeants, two corporals, and 40 privates to be detailed as the shore party; and one other officer, two sergeants, and 40 men as baggage-room party.

These parties should be warned and paraded in sufficient time before the vessel's arrival in harbour, to enable the former to disembark immediately on orders being received from the staff officer that baggage will be landed at once.

The second party is to proceed to the baggage-room on receipt of such orders

The whole should be taken from one section, or, in the case of units from one company, if practicable.

A relief party of similar strength should also be detailed so as to be ready to turn out when ordered.

Arrangements should be made for the safe custody of the kits of these parties during the time they are at work.

Reliable non-commissioned officers (sergeants, if possible) are to be detailed from the following parties, to parade with the shore party: —

One from that for Netley;
" " Discharge Depôt;
" " Fort Rowner.

The nature of the duties to be performed by these non-commissioned officers will be communicated to them on landing.

A nominal roll of these will be in possession of the officer in charge.

On orders being issued for the shore party to parade, it will do so on the jetty, and be told off for work by the superintending staff officer; the officer in charge will remain with it and exercise the greatest supervision over the non-commissioned officers and men, keep them up to their work, and prevent any unnecessary injury to baggage.

As soon as the ship is alongside, sentries will be posted to prevent soldiers leaving the jetty without permission.

A nominal roll of the officers detailed for duty with baggage parties and those ordered to take charge of parties proceeding to Netley, discharge depôt, etc., will be handed to the staff officer on arrival of the ship; and such officers will on no account be permitted to quit the ship or jetty. No officer need be detailed for such parties as are not of sufficient strength to require an officer to look after them.

In addition to one or more combatant officers, the medical officer in charge during the voyage will accompany the Netley party, taking with him the men's medical documents.

When there are over 120 invalids for Netley, one medical officer, and upwards of 200 invalids, two medical officers, will accompany the party in addition to the medical officer in charge.

Sections will be paraded according to orders issued, and officers in charge will parade with them, seeing that all their men are in possession of their kit-bags, and have them examined by the customs' officers. Officers will have the rolls called prior to marching off.

A report of any missing kits should be made to the staff officer before leaving, every effort having been first made to find them.

The prisoners will remain on board in custody until the necessary

escorts come to take charge of them. The arrival of these escorts will be reported to the adjutant on board.

If bedding has been withdrawn, and troops do not disembark on the day of arrival, hammocks and blankets, according to scale, must be re-issued under the superintendence of the orderly officer, and a certificate rendered that this has been done.

Passes for warrant and non-commissioned officers and men, or their families, to leave the docks, are granted by the superintending staff officer only. They are on no account to be issued by officers commanding troops or sections.

Any stores that may be on board for return to the ordnance department will be handed over to the representative of the ordnance store department who boards the vessel for this purpose.

The keys of the "emergency Arm-room" should be given up to the staff officer.

In winter on the arrival of a vessel after noon the disembarkation will take place next morning, unless, in the opinion of the superintending staff officer, the troops can arrive at their destinations before nightfall.

Officers in charge of parties proceeding long distances by rail should be warned that if they disembark before the dinner hour, they will be responsible for the provision of refreshments for their men on the journey. These should be obtained from the canteen on board, or the officer should ascertain from the staff officer the most suitable places *en route*. The desirability of partaking of the last meal on board, and of the men taking a portion of it in their havresacks, if necessary, should be impressed upon all.

XX.—The medicine chests and surgical instruments, the arms and ammunition, the waterproof capes and caps, helmets, the library chest and box of games, the medical comforts, as also the hammocks, beds, pillows, blankets, rugs, cots, and any other government stores which may be remaining of the quantities originally placed on board for the use of troops, are to be handed over to the master of the ship at the port of disembarkation, *receipts being interchanged*.

XXI.—The following documents will be furnished to officers proceeding in command of troops by the officer superintending the embarkation:—

1. Nominal roll of officers.
2. Acquittance roll, army form 1452. (For details only.)
3. Original statements of accounts of time-expired men, and reservists, army form O. 1811.
4. Ration return, army form O. 1671.
5. Statement of deficiencies in provisions. (In case of hired transports only.)
6. Wife, widow and orphan certificate, army form O. 1777. (Individuals only.)
7. Inventory of effects, army form B. 140.

Appendix I.

8. Particulars of sale of effects, army form O. 1625.

9. Return of families. (Details only.)

10. Extra-duty pay { army form I. 1229. / ditto O. 1645.

11. Extract Bombay G. G. O. 487 of 1870.

12. Extract Bombay G. G. O. 109 of 1871.

13. Extract { Bengal G. O. C. C. 4 of 1873. / Bombay G. O. C. C. 96 of 1873.

14. Extract from memo., dated quartermaster-general's office, Malta, 18th October 1872.

15. Copy of letter from the deputy adjutant general, royal artillery, Horse Guards, London, No. $\frac{\text{R.A.}}{\frac{\text{India,}}{1204}}$ dated 13th February 1880.

16. Delivery vouchers for bugles when the latter are supplied to details on board. (Local.)

17. Embarkation return, army form B. 141. (For regiments and batteries.)

18. Embarkation return, army form B. 126. (For details.)

19. Disembarkation return, army form B. 135. (For regiments and batteries.)

20. Disembarkation return, army form B. 125. (For details.)

21. Nominal roll, army form B. 127. (For details.)

22. Messing certificate, M. A. form 168. (Hired transports only.)

23. Voyage report, I. A. Form R. 521. In the case of hired transports and freight ships only.

24. Departure report sailing orders. } (For troops embarking at Calcutta only.)

25. Ship articles of agreement. (In case of hired transports only.)

26. Scales of rations. (In case of hired transports only.)

* The No. 1 report will accompany the troops.

* *

Appendix I.

A. R., I., Vol. X

Instructions for the information and guidance of officers proceeding from India in charge of British troops, with a list of returns, discharge documents, etc., required to be kept during the voyage, and to be made over to the authorities at the port of disembarkation.

To
The Officer Commanding Troops
on board the _____

Appendix II.

[REFERRED TO IN PARAGRAPHS 223 AND 236.]

Classification of Non-Commissioned Officers and Men.

Class I.—(Class 16, Army Allowance Regulations.)

Master Gunner, 3rd class.
Acting Sergeant-Major, Volunteer Corps.
Quartermaster Sergeant.
" " Hill Depôt.
" " Garrison.
" " Gymnastics.
Farrier Quartermaster Sergeant.
" " " Veterinary Department.
Quartermaster Sergeant Armament Artificer.
Paymaster Sergeant, Orderly-room Sergeant } On attaining rank of Quartermaster Sergeant.
Staff Armourer Sergeant.
Schoolmaster when not a warrant officer. [*vide* para. 236 (V).]
Schoolmistress [if the wife of a non-commissioned officer or private—*vide* para. 236, V (*b*).]
Troop Deck Sergeant.

Class II.—(Class 17, Army Allowance Regulations.)

Color Sergeant (includes 1st class Sergeant Instructors, Volunteer Corps, and Sergeants employed in Departments who are eligible for Warrant grade).
Squadron and Troop Sergeant-Major.
Squadron and Troop Quartermaster Sergeant.
Sergeant Instructor in Fencing and Gymnastics (regimental).
Squadron and Troop Sergeant-Major, Rough-rider.
Sergeant Instructor in Gunnery.
Battery Sergeant-Major.
Battery Quartermaster Sergeant,
Company Sergeant-Major.
Company Quartermaster Sergeant.
Paymaster Sergeant, Orderly-room Sergeant } On attaining rank of Color Sergeant.
Company Sergeant-Major Armament Artificer.
Armourer Sergeant, 1st and 2nd class.
Sergeant Armament Artificer.

Class III.—(Class 18, Army Allowance Regulations.)

Paymaster Sergeant, Orderly-room Sergeant } If under the rank of Color Sergeant.

Sergeant Trumpeter.
„ Drummer.
„ Piper.
„ Fifer.
„ Bugler.
Sergeant, His Excellency the Viceroy's Band.
„ „ the Governor's Band.
„ employed with the Civil Police.
„ Signallers attached to the Sappers and Miners.
Conservancy Sergeant.
Sergeant attached to Lawrence Military Asylums.
3rd class Warder, Military Prison.
Provost Sergeant, Garrison Provost Prison.
Sergeant Assistant Warder, State Prison, Chunar.
„ „ „ Military Prison, Poona.
2nd class Sergeant Instructors, Volunteer Corps.
Sergeant-Major and Drill Instructor, Nair Brigade.
Sergeants employed in the Clothing Department not eligible for Warrant grade.
Sergeant Senior Assistant Instructor, Signalling Central Schools.

Class IV.—(Class 19, Army Allowance Regulations.)

Sergeant.
Saddler Sergeant.
Sergeant Farrier.
„ Farrier and Carriage-smith.
„ Collar-maker.
„ Wheeler.
„ of the Band.

Class V.—(Class 20, Army Allowance Regulations.)

Lance Sergeant.
Corporal.
„ Saddler.
„ Saddletree-maker
Shoeing-smith.
Bombardier.
Corporal Collar-maker.
„ Wheeler.
Bombardier Collar-maker.
„ Wheeler.
Corporal Orderly-room Clerk.
2nd Corporal.
Lance Corporal.
Private.
Sapper.
Trumpeter.
Boy.
Kettle-drummer.
Bugler.

Piper.
Fifer.
Drummer.
Shoeing-smith.
Saddler.
Saddletree-maker.
Acting Bombardier.
Gunner.
Driver.
Collar-maker.
Wheeler.
Shoeing and Carriage-smith.

Appendix III.

The following extracts from the contract entered into with the Peninsular and Oriental Steam Navigation company, with effect from the 1st day of February 18 to the 31st day of January 1898, for the conveyance of the mails between England and India and China, is, with the concurrence of the Government of India, published for information:—

"33. The company shall and will, when and so often as they, or the masters or commanders of their vessels, shall be required in writing so to do, by the postmaster-general, or by any officers or agents acting under his authority (such writing to specify the rank or description of the person or persons to be conveyed and the accommodation to be provided for him or them), receive, provide for victual and convey to, from, and between any of the ports or places to, from, and between which any of the said vessels are to proceed in the performance of this agreement (in addition to any officers of the post office employed in connection with the mails conveyed or to be conveyed under this agreement), any number of naval, military or civil officers in the service of Her Majesty not exceeding eight in any one ship with or without their wives and children, as chief cabin or first class cabin passengers (together with their servants, male and female, who are to have the same accommodation as that provided for the servants of other passengers or of officers of the company), and any number of non-commissioned and warrant officers not exceeding four in any one ship, with or without their wives and children, as fore-cabin or second class passengers, and also any number of seamen, mariners, soldiers or artificers in Her Majesty's service not exceeding ten in any one ship, with or without their wives and children, as deck or third class passengers, to be always provided with effectual protection from rain, sun and bad weather,
deck without such competent shelter, and to
to the approval of the lords commissioners of the admiralty placed between decks).

"34. The passengers who shall be conveyed in pursuance of the last preceding clause (who are hereinafter designated Government passengers) with their families shall be treated in no respect, whether as regards food, cabin or other accommodation or aught else, in a way inferior to that of ordinary passengers of the same class or to that required by the regulations of Her Majesty's transport service. The messing of the second class Government passengers shall include in each day an imperial pint of good sound bottled or draught ale or beer, and that of the third class an imperial pint of draught beer or one half-gill of spirits. The several classes of passengers shall mess in separate places, and medical attendance, medicine and medical comforts, mess utensils and fittings, cooking utensils, articles for table use and mess places, fuel, lights, requisite articles of bedding and all other necessaries shall be provided for them in like manner as for ordinary passengers of the like classes respectively.

"35. The passage money for Government passengers and their families and servants respectively shall, unless otherwise agreed between the postmaster general on behalf of the lords commissioners of the admiralty and the company, be the same as that charged by the company for ordinary passengers for the same class, and shall include all the particulars mentioned in the last preceding

clause, and if and whenever any alteration of rates for ordinary passengers shall be made by the company, the postmaster-general and the lords commissioners of the admiralty shall be immediately apprised of such alteration.

"36. Returns of the embarkation and disembarkation of all Government passengers shall be furnished to the director of transports immediately after the departure and arrival of each vessel.

"37. Payments for passage money for Government passengers shall be applied for by invoices according to a form to be obtained from the office of the accountant-general of the navy, and shall be made by such accountant-general or some other officer of the admiralty, only upon such applications, and upon the production of the orders for the passage, together with a certificate under the hand of the commanding officer, specifying the number of the third class passengers (men, women and children) conveyed, with the ages and sexes of the latter, and stating the periods during which they have been, respectively, regularly supplied while on board with provisions, and also of a certificate under the hand of each first and second class passenger of his or her having been landed at the place of destination, and of having been properly accommodated and messed during the voyage, and specifying the dates from and to which they were so messed, computed from the first to the last dinner meal.

"38. The company shall convey for every Government passenger, free of charge, the *quantity* of baggage (whether such quantity shall be estimated or ascertained by bulk or weight) to which he is entitled under the regulations of Her Majesty's transport service for the time being in force, and freight shall be payable for any extra baggage of a Government passenger after the same rate as the freight payable according to the regulations of the company for the time being for extra baggage of an ordinary passenger of the same class.

"39. The passage money for the wives and families and servants of commissioned and civil officers when not ordered to be conveyed at the public expense shall be paid to the company by the officers themselves.

"40. In all cases where an officer in the naval, military or civil service of Her Majesty, who may not be entitled to a passage at the public expense, shall require a passage on board any of the vessels employed in the performance of this agreement, the company shall be bound to provide, when they have room in such vessels, a passage for such officer in preference to any private passenger, and shall charge no higher rate for such passage than is chargeable for an ordinary passenger."

Appendix IV.

[REFERRED TO IN PARAS. 55 and 270.]

Financial Department Resolution, dated Simla, 7th August 1880.

The Governor General in Council is pleased to lay down the following in supersession of all existing rules for the grant of travelling allowance for journey by sea or on a river :—

I.—A free passage, or a refund of passage money, may be granted to a public servant in the civil department when travelling by sea or in a river steamer if he would be entitled to draw travelling allowance if he were travelling by land.

II.—For the purpose of these rules—

(1) Marine officers include officers of the marine department holding appointments afloat or in the dockyards, but not port officers and are divided into four grades :—

1st.—Commanders of vessels and superintendents of marine;

2nd.—Other executive officers, gazetted clerks, and engineers;

3rd.—Warrant officers, non-gazetted clerks, gunners, and European employés.

4th.—All others.

(2) Officers in civil employ are divided into three classes :—

1st.—Covenanted civil servants, commissioned military officers, the port officers mentioned in the margin, marine officers of the 1st and 2nd grades, and other uncovenanted officers with rank not lower than that of extra assistant commissioner, deputy magistrate, or deputy collector, or with salary not less than ₹200 a month.

The Port Officers of Calcutta, Madras, Bombay, Rangoon, Karachi, Aden, Akyab, and Moulmein. The deputy port officers at Calcutta and Madras. The first assistant port officers at Calcutta, Madras and Bombay. The second assistant port officer at Madras. The conservator, river Indus.

2nd.—Marine officers of the 3rd grade, warrant officers, non-commissioned military officers, European seaders, and uncovenanted servants in superior service, as defined in the Civil Pension Code, with the exception (1) of those included in the first class; and (2) those on monthly salaries of less than ₹30, who ought, in the opinion of the heads of their offices, to belong to the 3rd class.

3rd.—All other officers.

III.—An officer of the first class is entitled to—

(*a*) A free passage for himself, or a refund of passage money at first class rates.

(*b*) Free passage or refund of passage money at lowest class rates for two, or, if his salary is not less than ₹1,000, for three servants.

(*c*) The freight of such horses and tents as he would have been entitled to carry at the public expense had he been travelling by railway.

Appendix IV. App. IV.

IV.—An officer of the second or third class is entitled to—

(*a*) A free passage for himself, or refund of passage money at middle or second class rates.

(*b*) A free passage or refund of passage money at lowest class rates for one servant.

(*c*) If there are only two classes of accommodation in a steamer, an officer of the second class is entitled to passage money by the higher, and an officer of the third class by the lower, of the two classes of accommodation.

If there are four classes of accommodation in a steamer, an officer of the second class is entitled to passage money by the second, and an officer of the third class by the third, of the four classes of accommodation.

V.—An officer of the fourth class is entitled to—

(*a*) A free passage for himself, or a refund of passage money at lowest class rates.

VI.—Except as provided in Rule III (*c*), no more personal luggage can be carried at the expense of the state by an officer than the quantity, the freight on which, by custom, is included in the charge for passage.

VII.—If board is provided on the vessel either by its owners or its commander, table money is recovered from an officer of the 1st class at the following rates for every day on which dinner is provided for him on board :—

(*a*) If the board includes wines and liquors, three-twentieths of salary up to a maximum of ₹8.

(*b*) If the board does not include wines and liquors, three-fortieths of salary up to a maximum of ₹4 :

Provided that—

(1) Table money shall not be recovered from a native of India compelled by caste or other scruples to make separate arrangements for his board.

(2) An uncovenanted medical officer travelling between Calcutta and Port Blair in charge of convicts is entitled to a free mess not including wine or beer.

(3) A marine officer travelling on an Indian Government vessel will join the mess and pay the usual contribution.

(4) A marine officer, who is entitled to free rations and is proceeding from one appointment to another, in both of which he is messed, will, if the charge for messing is included in the charge for passage, be allowed a free mess. If the messing is a separate charge, he will be reimbursed his actual messing expenses (exclusive of wine and beer) up to a limit of ₹4 per day.

VIII.—Table money is not recovered from officers of the second and third classes. If such an officer makes his own arrangements for messing, he is entitled to table money at the rate of three-tenths of his salary, but not exceeding ₹3 and not less than annas 4 for every day in which he dines on board :

Provided that—

(*a*) A second class passenger is not entitled to be supplied at the public expense with 1st class mess, *i.e.*, with mess at the commander's table; unless no other mess is provided on the steamer.

(*b*) A port officer on detached duty, or a warrant medical officer sent from Calcutta to Port Blair in charge of convicts, during his voyage to or from Port Blair is not entitled to wine or beer.

IX.—The families of officers of the second class are conveyed at the public expense. Table money under Rule VIII will be paid at full rates for those members of the family of such an officer who are not less than six years of age, and at half rates for other members; but a passage will not be provided for more servants than the officer may take with himself under these rules when travelling alone.

X.—Rules I to VI do not apply to an officer travelling otherwise than on payment of passage money in any vessel, the cost of which is borne from imperial, provincial or local funds. Such an officer is not, without the special sanction of the Government of India, entitled to any travelling allowances unless he can certify that he has, during the voyage, incurred actual personal travelling expenses, in which case he may recover the actual sum which he has so incurred, not exceeding the amount of the daily or monthly travelling allowance to which he would have been entitled for period of the voyage if during that period he had travelled by land.

Appendix V.

Statement showing the description and approximate weight of the several tents used in the Bengal and Punjab Commands.

BENGAL AND PUNJAB.

Description.	Weight.				
	Cwt.	Qrs.	lbs.	Mds.	Seers.
State Tents.					
TENTS, I. P., COMPLETE—					
Band	10	2	24	15	...
Captains	18	3	14	26	17
Durbar, large	167	1	22	234	17
„ small	53	2	18	75	5
Field Officers	25	1	20	35	24
Flies for carriages	5	3	8	8	6
Hill, with verandah	7	...	6	9	35
Kitchen	6	2	...	9	4
Marquee, dining	57	...	14	79	39
„ sleeping	33	3	12	47	16
Necessary, chintz lined	1	1	16	1	38
Passage	6	3	14	9	25
Routie, common	3	2	12	5	2
„ necessary	4	2	26	6	25
Shamianah, large	75	3	20	106	12
„ small	8	...	10	11	13
Stable	5	2	8	7	31
Subaltern's, chintz lined	14	1	...	19	38
Swiss cottage, large	11	2	2	16	5
Troop Tents.					
TENTS, I. P., COMPLETE—					
G. S. Officers	...	3	...	1	2
„ 160 lbs.	1	1	20	2	...
„ 80 lbs.	...	2	27	1	1
„ 40 lbs.	...	1	12	...	20
Necessary	...	3	26	1	15
Privates	8	...	4	11	10
Staff Sergeants	4	1	24	6	10
Lascar	2	2	...	3	20
M. S. D. Fly	...	3	26	1	15
„ S. Fly	...	3	16	1	10
G. S. Field Hospital	1	1	22	2	1
N. C. 45 lbs	...	1	17	...	23

App. V.

Appendix V.

Statement showing the description and approximate weight of the several tents used in the Bombay Command.

BOMBAY.

Description.	Weight.				
	Cwts.	Qrs.	lbs.	Mds.	Sers.
State Tents.					
TENTS, I. P., COMPLETE—					
Beechoba	3	2	8	5	...
Captains	16	1	20	23	...
Dining	32	1	8	45	10
Field Officers	26	3	10	37	23
Hill	5	...	14	7	7
Hospital	16	3	18	23	27
Necessary, chintz lined	1	1	6	1	33
Stable (3 stalls)	7	1	16	10	14
Staff Sergeants (chintz lined)	3	3	20	5	20
Subaltern's, (chintz lined), large	12	1	8	17	10
Sleeping	3	...	16	4	11
Walls, enclosure	2	1	22	3	17
Troop Tents.					
TENTS, I. P., COMPLETE—					
G. S. Officers	...	3	...	1	2
„ 160 lbs.	1	1	20	2	...
„ 80 lbs.	...	2	27	1	1
„ 40 lbs.	...	1	12	...	20
Laboratory	9	3	16	13	34
Lascar	2	2	...	3	20
M. S. D. Fly	...	3	26	1	15
„ S. Fly	...	3	16	1	10
Necessary	...	3	26	1	15
Privates	8	...	4	11	10
Staff Sergeants	4	1	24	6	10
G. S. Field Hospital	1	1	22	2	1
N. C. 45 lbs.	...	1	17	...	23

Appendix V.

App. V.

Statement showing the description and approximate weight of the several tents used in the Madras Command.

MADRAS.

Description.	Weight.				
	Cwt.	Qrs.	lbs.	Mds.	Seers.
State Tents.					
TENTS, I. P., COMPLETE—					
Captains—Complete	22	3	8	31	38
Dining	63	...	14	88	15
Field Officers	27	2	18	38	29
Necessary, cloth lined	1	2	3	2	5
Sleeping	39	1	6	55	1
Shamianahs, large	8	2	12	12	2
Subaltern's, chintz lined, large	14	3	9	20	30
Troop Tents.					
TENTS, I. P., COMPLETE—					
G. S. Officers	...	3	...	1	2
„ 160 lbs.	1	1	20	2	...
„ 80 lbs.	...	2	27	1	1
„ 40 lbs.	...	1	12	...	20
Lascar	2	2	...	3	20
M. S. D. Fly	...	3	26	1	15
„ S. Fly	...	3	16	1	10
Necessary	...	3	26	1	15
Privates	8	...	4	11	10
Staff Sergeants	4	1	24	6	10
G. S. Field Hospital	1	1	22	2	1
N. C. 45 lbs.	...	1	17	...	23

Appendix VI.

Military regulations for the conveyance of ammunition, gunpowder and explosives by rail.

1. Before despatching ammunition or gunpowder, the ordnance or other officer will ascertain from the consignee and the forwarding officer at any intermediate station that they are prepared to receive and, if necessary, to forward it. He will then send a communication to the station master at the despatching railway station in accordance with the following form :—

No.

Arsenal Office;

_____ 18 .

From—The Ordnance Officer.

To—The District Traffic Superintendent, East Indian Railway, Howrah.

The undersigned requests to be informed whether suitable wagons can be placed at his disposal for conveyance of the following to_____

Description of Stores.	No. of packages.	Weight.		Remarks.
		Mds.	Srs.	

Special circumstances rendering it impracticable on this occasion to furnish the prescribed working party of soldiers or lascars, information is further requested whether the railway officials will undertake the loading of this consignment.(a)

It would be convenient to despatch the above on or about the_____

R. A.,

Ordnance Officer.

Exd.

Store-holder.

Exd.

Pt. Conductor.

(a) This paragraph will be cancelled when a working party can be provided.

Appendix VI. App. VI.

2. At the time the issue is made, a delivery voucher will be sent to the consignee.

3. Explosives can be conveyed to and from the railway station either—

(*a*) by arsenal carts in ordnance charge, or

(*b*) by *carriage* obtained from the commissariat or postal department in ordnance charge, or

(*c*) by *carriage* obtained from the commissariat or postal department in charge of the troops.

4. When *carriage* is required from the commissariat or postal department, the ordnance officer, or the officer commanding the troops, as the case may be, will state in his application the time and place at which it is wanted, and the weight, number, and the nature of the contents of the packages to be carried.

5. When large quantities of explosives have to be forwarded otherwise than in direct charge of the troops, the ordnance officer making the issue will take care that the department by whom the packages are forwarded provides proper conveyance for the same; that the *carriage* is not overladen, and that the ammunition or gun-powder is secured both from danger and damp; and for this object wadmiltilts, hides or paulins, as may be deemed necessary, will be invoiced and sent with the packages.

6. When explosives are conveyed by the troops, the ordnance department will leave the loading of the *carriage* to the military authorities; but in the first and second cases, specified in paragraph 3, the ordnance department will be responsible for the proper loading of the *carriage*, and for the latter being suitable in all respects.

7. The ordnance officer will take care that every package is carefully and clearly marked with its contents, weight and destination, and will see that the convoy leaves at the proper time.

8. At the time and place appointed, a duly authorised subordinate of the ordnance department will be in attendance to hand the packages over to the officer commanding the troops. Should paulins or wadmiltilts be required for the security of the ammunition, they will be regularly invoiced with it, and the officer commanding will be responsible for them till they are returned to store, when the service has been completed. The officer commanding is responsible for the due delivery of the packages, as well as for the *carriage* being in all respects suitable, properly stowed, and not overladen.

9. The despatching officer will see that the packages are handed over to the railway official in proper order and condition; he will also make arrangements for the railway administration to undertake the loading and unloading when circumstances shall prevent him from furnishing his own working party, and will further be responsible that, when the ammunition reaches the railway station it is consigned to, *carriage* is ready to convey it to its final destination.

10. Metal S. A. cartridges, packed in tin-lined service pattern boxes, may be carried when necessary in ordinary covered railway wagons.

11. S. A. ammunition, not exceeding 10,000 rounds, packed in tin-lined service pattern boxes, and gun-powder not exceeding 80lb, packed in service metal-lined cases, quarter size, may be sent by passenger trains.

12. Small quantities of gunpowder, packed in service metallined cases, half or quarter size, may be carried in ordinary covered wagons at the option of the railway administration concerned.

13. On receipt of the station master's reply that the necessary wagons are available, the ordnance or other officer will despatch the ammunition or gunpowder to the railway station in charge of a warrant or non-commissioned officer, who will superintend the loading at such place as may be ordinarily appointed for the purpose, and to whom the railway administration will grant a receipt as soon as the loading is completed. The railway receipt will be at once forwarded by post by the consignor to the consignee or intermediate forwarding officer.

14. The consignor will then telegraph to the consignee and the forwarding officer at any intermediate station the actual date and hour of despatch, requesting them to arrange at once to receive, unload, and, if necessary, guard the consignment.

15. Gun-cotton, filled shells and war rockets may be loaded in the same wagon with small arm ammunition when absolutely necessary, though, as a rule, the different natures of explosives should be kept distinct. Gunpowder and cannon cartridges may be sent together in the same wagon, but never with other explosives.

16. In the absence of special orders from Command Head Quarters, escorts will not be required to accompany ammunition or gunpowder by rail unless the officer commanding the district or garrison considers it necessary; and in the event of this being the case, he will inform the ordnance officer, [illegible] apply for the proper escort, stating the quantities of ammunition or gunpowder to be forwarded, by what conveyance to be sent, and the day and hour fixed for its despatch. The officer commanding will determine the strength and description of escort required.

17. Escorts must be invariably demanded for the protection of ammunition and gun-powder despatched by road, and sometimes when sent by water. Where no escort accompanies the ammunition during the actual railway journey, the consignee shall make the necessary arrangements for the timely attendance of an escort to receive it on arrival at the terminal station.

18. When ammunition is forwarded by convoy or under escort, the ordnance officer will prepare convoy notes in triplicate—one copy, receipted by the warrant or non-commissioned officer in charge, to be retained by the ordnance officer, the other two to accompany the convoy. Where there is no ordnance warrant or non-commissioned officer in charge, the officer commanding the escort will receipt one copy and hand it to the ordnance officer, and the other two copies will be retained by him till arrival at his destination.

19. When explosives are consigned to more than one consignee at the same place, as for instance when one portion is intended for an ordnance officer and the other portion for a regiment or battery, the following rules will be adopted—

(*a*) In the first case the ordnance officer will provide the necessary carriage either from his own establishment or by requisition on the commissariat or postal department.

(*b*) In the second case the commanding officer will make his own arrangements, submitting a requisition, if necessary, on the commissariat or postal department.

Duties of the warrant or non-commissioned officer detailed to accompany explosives.

20. The warrant or non-commissioned officer will attend at the place and time appointed, and witness the loading of the *carriage*; he will sign one convoy note and leave it with the consignor, and take the other two with him.

21. He will not permit any one to open or interfere with any of the packages under his orders.

22. When *carriage* is provided by the ordnance department, or furnished on the requisition of the latter, he will be responsible that it is in every way suitable.

23. He will in any case be responsible that the *carriage* is not overladen, and that the stores are properly packed and stowed.

24. For this last-named purpose he will be supplied with such paulins, hides, wadmiltilts and hair-cloths as he may require.

25. He will take care that each package is in good order, and is properly marked with its weight, contents and final destination.

26. He will not smoke himself, and he will be responsible that neither the drivers nor other persons accompanying the convoy smoke near the *carriage* in which the explosive is. Should an escort be in attendance, and should any of them smoke he will call the attention of the officer commanding the escort to the circumstance, and note it, but will not interfere.

27. On arrival at the railway station, he will put himself in communication with the railway officials, that the stores may be loaded in the wagons appointed; this as well as the transhipment at junction stations will ordinarily be done by a working party of soldiers or store lascars under his supervision; when arrangements have been made by the despatching officer for the railway administration to undertake the actual loading and transhipment, he will still supervise the operation; should he consider that the packages are not handled carefully, he will report the same to the station master, and take a note of the circumstance.

28. He will see that his stores are kept by themselves, and that other goods are not put into the same wagon with them. He will also take care that the several classes of combustibles are kept distinct, as laid down in paragraph 15.

29. Prior to the train starting, he will telegraph to the consignee the hour of his departure; he will also telegraph if the train is delayed, wherever it may be.

30. On arrival at the terminal station the *carriage* should be ready for the removal of stores, and he will not, unless absolutely necessary, question its suitability. The wagons will be unloaded either by a working party of soldiers or store lascars, or by railway servants under arrangements made by the consignee; in either case the operation will be conducted under his supervision: he will also be responsible for the stores being properly laden and protected in the *carriage* they are transferred to.

31. When he makes over charge to the consignee, he will hand to him one of the convoy notes referred to in paragraph 18, taking a receipt from him on the other.

32. He will make over all paulins, hides, wadmiltilts, and hair-cloths.

33. Should the stores have to be forwarded from the terminal railway station to an ordnance depôt, or to troops at a distance from the station, he will accompany them.

34. He will have nothing to do with the provision of *carriage*, except in unforeseen emergencies, when he must use his discretion in demanding further assistance from local authorities.

35. When his duty is completed, and he has obtained the receipt of the consignee, he will rejoin without delay.

36. In the event of delay, he will telegraph to the consignee for instructions and to the consignor for his information, giving full details in each case.

Special regulations affecting the conveyance of gun-cotton.

37. When wet gun-cotton is ordered to be removed from one station to another it will be packed in the new pattern cases. The weight of gun-cotton which each case will contain will vary according to the size of the slab, etc.; but in order to comply with the regulations made under the Explosives Act, 1875, care will be taken that no greater quantity is packed in one case than would weigh 50lb when dry. Any spare space that may be left in the case will be filled up with pieces of wood, thoroughly coated with paint similarly to the inside of the case.

38. The case will be marked in conspicuous characters (the word "explosive" being in red letters, 2 inches high) as follows :—

EXPLOSIVE.

GUN-COTTON.

NITRO-COMPOUND.—DIVISION 2.

ORDNANCE DEPARTMENT.

FROM_____

The blank will be filled up according to circumstances.

The gross weight of the package, including the saturated gun-cotton, as well as the net weight of gun-cotton when dry, will be inscribed on the outside; and a written declaration, to the effect that the gun-cotton has been saturated immediately before despatch, will be forwarded to the railway station with the consignment.

39. If the transport takes place between the 1st of April and the 15th of October, and the consignment is delayed *en route*, or transhipped at a junction station, instead of being forwarded through to the terminal station in the original wagons, the warrant or non-commissioned officer in charge will take the opportunity afforded thereby of weighing one-fourth of the cases, and if the cases be found to weigh the same, or not more than 2½lb under the weight marked on the case, they may be considered sufficiently wet. In the event, however, of any being found lighter, the whole of the cases will be weighed, and all those found light will be re-wetted as prescribed in the following paragraph. The railway administration will furnish the water required for re-wetting the gun-cotton, and will weigh the cases under the supervision of the warrant and non-commissioned officer in charge, unless he is accompanied by store lascars or a military escort.

40. On the receipt of damp gun-cotton at any station, the cases will be weighed and examined without delay, and if found correct will be stowed regularly, by being packed one above the other on their bases Should any case, however, be found light, *i.e.*, more than 2½lb under the weight marked on the case, the contents will be re-wetted before being stowed away in the magazine. Should the gun-cotton be found defective in any other way, a report will be made of the circumstance.

41. In order to wet the gun-cotton when packed *in* the cases, the screw-plug and air-hole screw will be removed, clean fresh water will then be poured into the larger opening until it appears at the air-hole. After standing for a few minutes, the case will be so placed as to allow the water to flow out and drain off; and when this has been done, the plugs will be replaced.

Duties of the military authorities.

1. The military authorities are responsible that the regulations in force for the packing of explosives have been complied with before the packages are sent to the railway, and shall certify to this effect on the consignment note, and that the precautions laid down in these rules for the loading and unloading of the railway wagons shall be observed by the troops.

2. The despatching military authorities are responsible that timely notice is sent by telegraph, if necessary, to the consignee, of the hour of arrival of explosive stores.

3. When explosives have to be sent from a government magazine to the railway station, the wagons should arrive at the station, by arrangement with the railway administration, in sufficient time only to admit of the loading of the explosives.

4. Paulins, hides, and wadmiltilts shall be supplied by the ordnance department.

5. Until the completion of the loading, the wagons loaded with explosives shall be protected by the military.

6. The in-coming train with explosives shall be protected by the military until the explosives are removed from the station.

7. When the officer commanding the district shall consider an escort necessary, the escort shall be conveyed in the same train with the explosives.

8. Men belonging to the escort shall not travel in the wagons loaded with explosives, unless in the case of artillery ammunition wagons loaded on open trucks.

9. When artillery ammunition wagons containing explosives are loaded on open trucks, one of the escort shall be placed in charge of each truck, and shall be supplied with water to extinguish any sparks which may fall into the truck.

Appendix VII.

Table of external dimensions and weights of artillery gun carriages, ammunition wagons and limbers, which may occasionally have to be carried by railway.

FIELD ARTILLERY.

	12-PR. B. L. MARK I CARRIAGE.				12-PR. B. L. MARK II CARRIAGE.				REMARKS.
	External dimensions.			Weight.	External dimensions.			Weight.	
	Length.	Breadth.	Height.		Length.	Breadth.	Height.		
	Ft. In.	Ft. In.	Ft. In.	Cwt.	Ft. In.	Ft. In.	Ft. In.	Cwt.	
Carriages with travelling arrangements.	12 9	6 3	5 0	18¼	12 6	6 2	5 0	19½	
Limbers for gun carriage and wagon.*	13 6	6 3	5 5	21½	13 8	6 2	5 6	22½	
Ammunition wagons.	12 0	6 3	5 5	19¾	†9 6	6 2	5 6	19¾	
Forge wagons .	10 10	6 3	6 10	21½	10 10	6 3	6 10	21½	
Stove .	9 10	6 3	6 5	14¾	12 8	6 3	6 9	14¾	
Store cart ", .	12 10	6 4	6 4	12	12 10	6 4	6 4	12	

* Mark I.
† Mark II.

MOUNTAIN ARTILLERY.

	2·5" R. M. L. GUN (STEEL JOINTED) 400 lbs.				REMARKS.
	External dimensions.			Weight.	
	Length.	Breadth.	Height.		
	Ft. In.	Ft. In.	Ft. In.	Lbs.	
Carriages with travelling arrangements.	5 0	3 9	3 0	391	Includes weight of axle and trunnion guard.
Ammunition boxes .	0 22½	0 12¾	0 10	194	
Store box, large . .	0 30	0 11	0 15½	125	Each box.
Do. small . .	0 22½	0 [illegible]	0 9¼	47	
Pioneer rack complete .				100	
Boxes, tools, artificer's .				110	

Appendix VII.

HEAVY ARTILLERY.

——	40-PR. R. M. L.				6.3" HOWITZER.				REMARKS.
	External dimensions.			Weight.	External dimensions.			Weight.	
	Length.	Breadth.	Height.		Length.	Breadth.	Height.		
	Ft. In.	Ft. In.	Ft. In.	Cwt.	Ft. In.	Ft. In.	Ft. In.	Cwt.	
Carriage, travelling.	10 0	5 8½	5 0	35	4 8	5 8½	5 0	18	

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Appendix VII.

SIEGE TRAIN.

	40-PR. R. M. L. GUN.				25-PR. R. M. L. GUN.				6.3" R. M. L. HOWITZER.				10" S. B. MORTAR.				3-PR. S. B. GUN.				
	External dimensions.				External dimensions.				External dimensions.				External dimensions.				External dimensions.				
	Length.	Breadth.	Height.	Weight.	Length.	Breadth.	Height.	Weight.	Length.	Breadth.	Height.	Weight.	Length.	Breadth.	Height.	Weight.	Length.	Breadth.	Height.	Weight.	Remarks.
	Ft. In.	Ft. In.	Ft. In.	Cwt.	Ft. In.	Ft. In.	Ft. In.	Cwt.	Ft. In.	Ft. In.	Ft. In.	Cwt.	Ft. In.	Ft. In.	Ft. In.	Cwt.	Ft. In.	Ft. In.	Ft. In.	Cwt.	
Carriages, travelling	13 0	6 4	5 0	33½	11 0	6 3	5 0	15½	12 0	6 4	5 0	32½	...	...	...	...	6 0	3 3	3 0	8½	
Top carriages	3 6	3 11	2 4	10½	7 0	2 3	2 6	8½	...	...	...	...	...	...	...	...	...	...	...	...	
Limbers, travelling	12 8	6 4	5 0	13½	12 8	6 3	5 0	11½	12 8	6 4	5 0	12	...	...	...	...	...	...	...	...	
Store carts	13 0	6 3	6 0	Cwt. qr. lb. 11.2.10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Platform ca	12 8	6 6	5 0	10.0.20	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Hand carts	13 0	5 4	4 2	Cwt. 4½	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Store wagon	10 0	6 6	6 8	14½	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Do limber	12 5	6 6	5 0	10½	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Mortar beds	...	...	...	...	...	...	...	...	...	...	...	...	4 5	3 3	1 7	17½	...	...	...	...	

Appendix VIII.

Alphabetical list of terms used on railways in India.

1. Ballast.
2. Ballast-trains.
3. Bank-pilots.
4. Block system.
5. Brakesman.
6. Brake-van.
7. Buffers.
8. Chairs.
9. Chair-keys.
10. Communication cord.
11. Couplings.
12. Fish-plates.
13. Foot-boards and hand-rails.
14. Gunners.
15. Head and tail lamps.
16. Level-crossings.
17. Line clear messages.
18. Line-clear caution messages.
19. Lines, "double."
20. Lines, "single."
21. Marshalling.
22. Platforms.
23. Platforms, "troop."
24. Points or switches.
25. Points, "facing."
26. Road-vans, "district."
27. Road-vans, "through."
28. Shunting.
29. Shunts, "flying."
30. Sidings.
31. Sidings, "dead."
32. Sidings, "troop."
33. Signals.
34. Sleepers.
35. Station-jemadars.
36. Stations "group."
37. Stations, "repacking."
38. Stations, "roadside."
39. Time-bill, "skeleton."
40. Van-goods.
41. Van-goods trains.
42. Van-guidance.
43. Wagons, "through."
44. Warrants.
45. Way-bills.
46. Yard-foreman.

List of technical terms used on railways in India, with explanations.

Brake-vans. Brake-vans are guards' vans fitted with a screw brake for the purpose of assisting the driver to slacken speed or stop the train; it is also used for the conveyance of luggage and parcels for intermediate stations.

Brakesman. A brakesman is a native who travels in the front brake-van and assists the guard of the train in the performance of his duties instead of a second European guard.

Couplings. Couplings are used for connecting vehicles to each other, and on broad gauge lines are of two sorts—*viz.*, large iron links for goods vehicles, and screw couplings for passenger vehicles; if these are properly screwed up, there will be no jerking on the starting or stopping of the train; on narrow gauge lines, however, they are generally iron hooks with bolts to keep them firm in their places.

Buffers. Buffers are the only portions of vehicles which come in contact with each other and are fitted with springs to prevent their being broken or damaged; if the couplings are properly screwed up, the buffers of each vehicle will be touching.

Foot-boards and hand-rails. The foot-board is the long wooden step which extends the full length of the carriage; hand-rails are the iron or brass rails fixed on the sides of carriages, which, together with the foot-boards, admit of railway officials proceeding along the outside of the carriages when they are in motion. This is not permitted to be done by any other than railway staff.

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Communication cord. The communication cord is a thin rope which is fastened to a bell or whistle on the engine, and through spiral hooks on each vehicle of a passenger train to the rear brake-van where it is attached to, and the spare portion wound on, a wheel; this cord is for the purpose of enabling the guard or any passenger to communicate with the driver, should anything go wrong with the train.

Double lines. Double lines are two sets of lines between two stations or any length of railway, and are called up and down lines; all up trains travel on the up, and all down trains on the down line, passing on the right of each other, *i.e.*, they travel on the left of the road both ways, and persons walking on a railway should keep on the right-hand side.

Single lines. Single lines are only one set of rails, on which trains can travel only in one direction between any two stations at one time, and trains can, therefore, only pass each other at stations or sidings for the purpose.

Line-clear message. Line-clear messages are telegrams received from the next station stating that the line is clear for a train to run to that station, and no train is allowed to start without this or a line-clear caution message being given to the driver of the train.

Line-clear caution message. A line-clear caution message is given to the driver of a train following another which has not yet reached the next station.

Points or switches. Points, sometimes called switches, are moveable rails tapering to a point and worked by a lever for passing a train or vehicle from one line or set of rails to another.

Facing-points. Facing-points are points on main lines facing outwards from the stations, *i.e.*, with the points of the rails facing a train entering a station, and are on the approach of a train locked in position to prevent the possibility of the train going on the wrong line.

Shunting. Shunting is the term used for attaching or detaching vehicles to or from a train.

Flying shunts. Flying-shunts are shunts made by detaching vehicles whilst in motion and shunting them into another line, while the leading portion continues to proceed on the original line at increased speed; these shunts are forbidden.

Marshalling. Marshalling is the term used for placing vehicles in their proper positions on the train; this is done according to contents or stations at which they are to be detached.

Gunners. Gunner is the designation by which the men who marshal and shunt trains are known.

Yard-foreman. The yard-foreman is the man who is responsible for the work of the gunners and the correct marshalling and shunting of all trains.

Station-jemadars. Station-jemadars superintend the loading and unloading of horses, cattle or carriages, and all hand-shunting done by coolies. They also render any other assistance to the station-master and yard-foreman that may be necessary.

Sidings. Siding is the term used for side or other than main or extension lines, for the purpose of shunting and marshalling of trains or storage of spare vehicles.

Dead-sidings. Dead-sidings is the term used for sidings which can only be entered at one end and have no points or outlet at the opposite end.

Troop-sidings. Troop-sidings are sidings used for trains or vehicles conveying troops.

Platforms are built alongside a line or siding for the convenience of loading or unloading vehicles. Platforms.

Troop-platforms are special platforms built for the convenience of entraining and disentraining troops, etc. Troop-platforms.

Level-crossings are made where cart-roads cross the line, and are so called because the road is made level with the top of the rails. Level-crossings.

Signals are the means used for conveying intelligence to drivers and guards for their guidance, and are given by either semaphore arm signals, lamps, flags, or the holding up of a man's arm or arms, and also by fog or detonating signals which are fastened on to the rails and explode with a loud report on an engine passing over them and thus warn the driver to stop. A red signal signifies *danger*, and the train must come to a stand. A green signifies *caution*, and the driver must proceed cautiously. A white signal signifies *all right*, and the driver may proceed at ordinary speed. Signals.

Ballast-trains are trains conveying material for construction or repair of line or road. Ballast-train.

Ballast is the term used for the earthwork or material of which the road is constructed. Ballast.

Sleepers are thick wooden planks or iron pots imbedded in the ballast, and on which rails are laid in chairs. Sleepers.

Chairs are iron sockets which hold the rails to the sleepers. Chairs.

Chair-keys are iron or wooden wedges which fit into the sockets of the chairs, and hold the rails tight in them. Chair-keys.

Fish-plates are iron plates bolted and screwed to two rails to hold the ends together in a correct position. Fish-plates.

Bank-pilots are engines kept at certain stations to assist trains up steep inclines between that station and the next. Bank-pilots.

The block-system is so called from the establishment of block huts and signals at certain points between stations, which no engine or train can pass until the preceding train has passed the block-signal beyond or arrived at the next station, the intimation of which is conveyed by wire and bell or telegraph between each hut. Block-system.

Head and tail lamps are the large lamps placed at the head of the engine and rear of the train. Head and tail lamps.

Re-packing stations (R. P. S.) are stations at which mixed luggage or goods', *i.e.*, goods of various stations, are sorted and re-packed; guards in charge of trains are generally relieved at these stations. Re-packing stations.

Group-stations are all the stations between any two re-packing stations, and mixed goods are packed by groups, *i.e.*, all goods for one group of stations are packed together and sent to the nearest re-packing station of that group, where it is sorted and re-packed. Group-stations.

Roadside-stations are stations of inferior note between two large stations, such as Manowrie and Sirsoul between Allahabad and Cawnpore. Roadside-stations.

Through wagons (T. W.) are wagons loaded with goods to run through from any one station to another; less than three tons of goods cannot be so run. Through wagons.

Through road-vans (T. R. V.) are wagons loaded to run to a re-packing station with mixed goods for stations in the group commencing at that re-packing station, or for another line in case of a junction. Through road-vans.

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District road-vans. District road-vans are wagons loaded with goods for a certain district.

Van-goods. Van-goods are all other goods than those loaded in through wagons or through road-vans, *i.e.*, all long-distance goods or goods loaded to run through to other lines without re-packing.

Van-goods train. A van-goods train is a train loaded with van-goods only.

Way-bill. A way-bill is a document showing the number, weight and description of packages loaded in a wagon, or number of wagons, the stations from and to which booked, and the name of the consignee.

Van-guidance. Van-guidance is the way-bill showing contents of the wagon, and is fixed in a conspicuous place by the sending station for the information of the receiving one.

Railway warrants. A railway warrant is the authority on which the railway company furnish conveyance by rail for troops, and must be given up at the station where train is taken, a soldier's ticket being obtained in exchange, as also a soldier's luggage ticket, or the amount of luggage entered on the soldier's ticket, thus making it answer both purposes.

Skeleton time-bill. Skeleton time-bills are furnished for all troop extra trains showing the hour of arrival at destination and the hour of arrival and departure from all large stations *en route* at which a halt of more than 10 minutes will be made.

Appendix IX.

TRANSPORT OF HORSES.

Horses can be loaded parallel to rails, 4 abreast, heads inwards, in all wagons which are not less than 15 feet 6 inches long by 7 feet 6 inches broad. This system should always be adopted in preference to transverse loading, because the horses are more easily watered and fed, are less cramped, and not so likely to be alarmed by passing trains, while the attendants travel with much greater comfort.

2. The horses are secured to *breast-bars* (3 inches in diameter and about 1 inch shorter than the breadth of the wagon), placed not less than 3 feet apart in the clear. For metre gauge vehicles 6 feet 3 inches broad, the breast-bar is 6 feet 2 inches long, with an iron band $1\frac{1}{2}$ inches wide round each end, through which passes an eye-bolt holding a $\frac{3}{8}$-inch twisted chain 10 inches long; this chain terminates in a cross-bar 4 inches long, with ends bent slightly inwards. By means of these cross-bars the breast-bar is suspended from two rings fixed to the side walls at a height of 4 feet 2 inches from floor to staple, and not less than 6 feet $1\frac{1}{2}$ inches from the ends of the wagon. To the underside of the breast-bar 3 rings 2 inches in diameter are bolted for tying the head-ropes to; one in the centre, and the others 2 feet $1\frac{1}{2}$ inches on either side. For broad gauge rolling-stock 4 rings are necessary.

3. When *high-sided* or *coke wagons* are used, the height of the sides must be increased to 4 feet 6 inches; and if the wagons are too short for longitudinal loading, rings should be fixed to the sides at intervals of 2 feet for securing the halter to.

Covered goods wagons.—The doors should be kept open for ventilation, or else their upper panels must be removed. In the hot weather thorough ventilation is essential, and can easily be obtained in wagons not provided with side flap-shutters or openings by taking out one of the iron panels from each end of the wagon immediately under the roof. To diminish, as far as possible, the risk of sparks falling into the horse-wagons, they should be placed at the rear of the train.

Low-sided trucks (metre gauge) can be adapted for the carriage of horses by means of temporary fittings, *viz.*, 4 corner standards made of angle iron $2\frac{1}{2}$ inches by $2\frac{1}{2}$ inches by $\frac{1}{4}$ inch, 4 feet $8\frac{1}{2}$ inches long, with six rings riveted to each flange at intervals of 10 inches, so arranged that the rail passing through the top rings may be 4 feet 6 inches above floor level. Four side-standards, made of $1\frac{1}{2}$ inches round bar or gas piping, and furnished with 3 rings, each corresponding with those in the corner standards. Eighteen bamboo rails, each 7 feet 9 inches long by $1\frac{1}{4}$ inches diameter, and rope lashings. The round side-standards fit into sockets placed on either side of the flap-door, and the corner-standards are each secured by 2 iron knees, bolted to the wagon body.

4. If the trucks are less than 15 feet 6 inches long, the horses must be loaded transversely; and as the standing room does not exceed 7 feet 5 inches (namely, the breadth of the truck inside the bamboos), large horses would be greatly cramped, and only small country-breds or ponies should be put into these trucks.

5. A swivel *hook* should be fixed to the centre roof stick of covered wagons used for the conveyance of horses, from which camp lanterns can be suspended, and *forage nets* lashed to the breast-bars will be found of great convenience.

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Loading boards should not exceed 6 feet in length by 4 feet 3 inches in breadth; 6 ought to be furnished at each halting-place, and 2 should accompany each train. Half an inch of sand or some hay or straw, spread over the floor of the wagon and loading-boards, will deaden the noise of the horses' feet and facilitate the loading. Two sowars or syces should travel with the horses; they must be relieved every two hours.

6. Unruly and timid horses can often be backed into a horse-van when they refuse to be led. Troublesome horses may be loaded by putting on their heel ropes and gently working them alternately until the horse is got on the loading board backwards; or by putting the heel-ropes on the fore legs and leading them in step by step.

Horses should not be blind-folded, as when blind-folded they are liable to injure themselves by getting their legs down between the platform and the truck.

Horses should be watered three times during the day and once during the night.

Appendix X.

[REFERRED TO IN PARA. 560.]

Government of India, Military Department, No. 85-C., dated Fort William, the 11th January 1888.

Extract from the Proceedings of the Government of India, Public Works Department (Circular), No. XIII, "Railway," dated Fort William, 20th December 1887.

[*Compensation for damages caused by Government horses in transport by railway.*]

Read again—

Public Works Department Circular No. XXX, *Railway*, dated 24th June 1881.

Read also—

Military Department office memorandum No. 2459-C., dated 13th September 1887, and enclosures.

OBSERVATIONS.—The questions of the right of railway administrations to claim compensation for damages caused by Government horses to horse-boxes or other vehicles in which animals are conveyed has been brought to the notice of the Government of India.

2. It is understood that the railways do not claim compensation from private persons for damages caused by horses or cattle to the vehicles in which they are carried, unless such damages result from the culpable negligence of horse-keepers or other attendants; and the Government of India sees no reason why the State should in this instance be placed upon a different footing from the public.

RESOLUTION.—After considering the circumstances above stated, His Excellency the Governor General in Council is pleased to direct that, in future, damages of this nature should only be charged against troops or Government departments when they are clearly traceable to culpable negligence; and that it is only in such cases that the charges should be enforced which are referred to in items 51 to 55, as well as in items 57 and 58, of the "*Schedule of charges for damages to vehicles by troops while travelling by railway*," issued under Public Works Department Circular No. XXX, *Railway*, dated 24th June 1881.

2. The schedule previously in force is therefore cancelled, and the attached schedule is issued in substitution of it.

App. X. Appendix X.

ENCLOSURE TO RAILWAY CIRCULAR No. XIII of 1887.

(FOR GENERAL ADOPTION.)

Revised schedule of charges for damages to vehicles by troops while travelling by railway.

Number.	PARTICULARS.	Broad-gauge railways, State and Guaranteed, and the South-Indian railway.			State railways, narrow gauge.			REMARKS.
	Passenger vehicles.	*R*	*a.*	*p.*	*R*	*a.*	*p.*	
1	Bolts, brass	1	0	0	0	12	0	
2	Bed rest bracket of ambulance, each	1	8	0	1	0	0	
3	Bed hanging chain, each	1	0	0	1	0	0	
4	„ „ hooks, each	0	8	0	0	4	0	
5	Bracket and lifting table	6	0	0	...			Madras railway saloon and 1st class carriages.
6	Cane back	2	8	0	2	0	0	
7	Chain and plug for hand basin	1	0	0	0	6	0	
8	Closet door, 3rd class, broken	5	0	0	3	0	0	
9	Cock, water, brass, broken	3	0	0	2	8	0	
10	Commode cover	1	0	0	1	0	0	
11	Cushion, destroyed	30	0	0	30	0	0	
12	„ torn, ₹5 to	15	0	0	15	0	0	
13	Finger lift of shutter or venetian, brass	0	8	0	0	4	0	
14	Hat peg, broken	1	0	0	1	0	0	
15	Door of closet, broken	5	0	0	3	0	0	
16	„ „ latch, broken	1	0	0	1	0	0	
17	„ „ handle and latch, broken	2	0	0	2	0	0	
	Door of carriage destroyed—							
18	1st class	45	0	0	35	0	0	
19	2nd „	30	0	0	25	0	0	
20	3rd „	18	0	0	15	0	0	
	Door of carriage seriously damaged—							
21	1st class	30	0	0	25	0	0	
22	2nd „	18	0	0	15	0	0	
23	3rd „	12	0	0	10	0	0	
	Door of carriage slightly damaged—							
24	1st class	10	0	0	8	0	0	
25	2nd „	8	0	0	6	0	0	
26	3rd „	6	0	0	4	0	0	

Appendix X. App. X.

Revised schedule of charges for damages to vehicles by troops while travelling by railway—continued.

Number.	Particulars.	Board-gauge railways, State and Guaranteed, and the South-Indian railways.			State railways, narrow gauge.			Remarks.
		R	a.	p.	R	a.	p.	
	Passenger vehicles—contd.							
27	Door stop, leather	0	8	0	0	4	0	
28	Hinge of carriage door, brass	1	8	0	1	8	0	
29	Handle of carriage door, brass	2	0	0	2	0	0	
30	Hooks and eyes, missing	1	0	0	1	0	0	
31	Hinges, brass butt, each	0	8	0	0	8	0	
32	Lamp, glass, broken	2	8	0	2	8	0	
33	„ screen „	1	0	0	1	0	0	
34	„ „ ring	0	8	0	0	8	0	
35	„ „ catches	0	8	0	0	4	0	
36	Looking glass (*a*)	10	0	0	8	8	0	
37	Net hat rack, destroyed	5	0	0	3	0	0	
38	„ „ bracket broken	2	8	0	2	8	0	
39	Panel, wooden	3	0	0	2	8	0	
40	Pillow, leather, lost	12	0	0	8	0	0	
41	„ „ damaged	5	0	0	2	8	0	
42	Roof lamp-shades, damaged	3	0	0	2	8	0	
43	Shutter	4	0	0	3	0	0	
44	Shutter of upper window	3	0	0	...			
45	Top lights, small, in 2nd class	3	0	0	...			Madras railway.
46	Venetian bars, each	0	8	0	0	8	0	
47	„ frame	3	8	0	3	0	0	
48	Window glass	6	0	0	5	8	0	
49	„ leather strap, long	3	0	0	2	0	0	
50	„ „ „ short	1	0	0	1	0	0	
	Other vehicles, etc.							
51	Breast bars in covered goods	5	0	0(*c*)	4	0	0(*c*)	
52	Horse-box, end panel	8	0	0(*c*)	6	0	0(*c*)	
53	„ padding damaged (*b*)	5	0	0(*c*)	3	0	0(*c*)	
4	„ side shutters	3	0	0(*c*)	2	8	0(*c*)	
55	„ stall post	8	0	0(*c*)	4	0	0(*c*)	
56	Label boards, lost	3	0	0(*c*)	2	8	0(*c*)	
57	Partition boards, in trucks	2	8	0(*c*)	2	0	0(*c*)	
58	Troughs in cattle trucks	6	0	0(*c*)	4	0	0(*c*)	
59	Padlocks and keys	2	0	0	2	0	0	

(*a*) Madras railway R25.
(*b*) Madras railway R5 to R35.
(*c*) These charges are only leviable when it is proved that the damage has been caused through culpable negligence on the part of the owner or attendants; damage caused by horses or cattle being covered by the fares, as is the case of similar animals sent by the public.

Appendix XI.

[ENCLOSURE TO GOVERNMENT OF INDIA CIRCULAR NO. 8 RAILWAY OF 1897.]

Revised schedule of rates chargeable to the Military Department for the conveyance by railway of troops and their baggage, etc., under military warrant forms and credit notes.

No.	SERVICE.	STANDARD GAUGE.		METRE GAUGE.		REMARKS.
		By ordinary train.	By troop extra train.	By ordinary train.	By troop extra train.	
1	2	3	4	5	6	7
1	Officers and persons of similar station in life, subject to the Army Act or Indian Articles of War, entitled to 1st class accommodation at contract rates.	Ordinary 2nd class fare.	Ordinary 2nd class fare.	Ordinary 2nd class fare.	Ordinary 2nd class fare.	Free allowance of baggage at 20 seers each.
2	Others (including officers and persons of similar station in life proceeding on retirement to their places of residence) not subject to the Army Act or Indian Articles of War, entitled to 1st class accommodation at full tariff rates.	Ordinary 1st class fares.	The despatch of officers' families by troop trains is prohibited.	Ordinary 1st class fares.	The despatch of officers' families by troop trains is prohibited.	The same free allowance of baggage as the public.
3	Wives, not subject to the Army Act or Indian Articles of War, entitled to 1st class accommodation at full tariff rates.					
4	Children over 12 years of age not subject to the Army Act or Indian Articles of War, entitled to 1st class accommodation at full tariff rates.					
	Children between 3 and 12 years of age, not subject to the Army Act or Indian Articles of War, entitled to 1st class accommodation at half of the full tariff fares.					
	Children under 3 years entitled to 1st class accommodation.	Free . .	Free . .	Free . .	Free . .	

5	Warrant officers, Native Commissioned officers, hospital assistants, non-commissioned officers and troops (British and* Native), subject to the Army Act or Indian Articles of War, also European artisans and others, entitled to 2nd class accommodation at contract rates. [*Warrant Officers travelling under the conditions of paragraph 125 (IX), Army Regulations, India, Volume X, are not considered as travelling "on duty" and should therefore be charged for at tariff rates.*]	(*a*) Lowest fares.*	Lowest fares .	(*a*) Lowest fares.*	Lowest fares.	Free allowance of 20 seers each. **Exceptions.*—Native non-commissioned officers and men when travelling on duty singly or in small parties not exceeding 4 in number are restricted to 3rd class accommodation.
6	European warrant and non-commissioned officers and men proceeding on, or returning from, furlough or leave, *otherwise than on medical certificate*, and Native commissioned Officers proceeding on, or returning from, furlough, or proceeding on pension, entitled to 2nd class accommodation.	Ordinary 2nd class.	...	Ordinary 2nd class.	...	Fares to be charged at full tariff rates for accommodation actually supplied, and free allowance of baggage to be calculated as allowed to the public.
7	Native non-commissioned officers and soldiers proceeding on, or returning from, furlough, or proceeding on pension, and rejected recruits proceeding to their homes, entitled to 3rd class accommodation.	Ordinary 3rd class. (*a*)	...	Ordinary 3rd class. (*a*)	...	

(*a*) When despatched by mail trains the fare to be paid will be the lowest rate at which the public are booked by such trains.

N.B.—On troop extra trains carriages partly occupied by persons subject to the Army Act or Indian Articles of War will be charged for on a minimum of half a carriage. In 1st and 2nd class carriages the same number of fares will be charged as to the public for reserving the compartment, but at contract rates.

In the case of reserved 1st and 2nd class accommodation occupied by persons not subject to the Army Act or Indian Articles of War, the same rules will apply, but the charges will be made at tariff rates for the actual number travelling and at contract rates for the number of fares required to make up the number of fares chargeable to the public for the compartment occupied.

On the Madras railway the charge for 1st and 2nd class compartments will be either the same number of fares as chargeable to the public for reserving the compartment at tariff rates, or for the whole carriage at contract rates at the option of the military authorities.

In 3rd class carriages on all railways the minimum charge will be for half the carriage based on its military carrying capacity.

On ordinary trains the charge for 1st and 2nd class compartments occupied by persons subject to the Army Act or Indian Articles of War will be the same number of fares as chargeable to the public at contract rates. For persons not subject to the Army Act or Indian Articles of War tariff rates will be charged. (For the number of fares charged to the public for reserved accommodation on different railways see the published coaching tariffs.)

Revised schedule of rates chargeable to the Military Department for the conveyance by railway of troops and their baggage, etc., under military warrant forms and credit notes—contd.

No.	Service.	Standard Gauge.		Metre Gauge.		Remarks.
		By ordinary train.	By troop extra train.	By ordinary train.	By troop extra train.	
1	2	3	4	5	6	7
8	Others (including European warrant and non-commissioned officers and men and European artisans, and native commissioned officers and hospital assistants, proceeding on retirement or discharge to their places of residence) not subject to the Army Act or Indian Articles of War, entitled to 2nd class accommodation at full tariff rates.	Ordinary 2nd class fares.	Ordinary 2nd class fares.	Ordinary 2nd class fares.	Ordinary 2nd class fares.	The same free allowance of baggage as the public. *For exceptions see the remarks against item 5 and the entry under item 7. The families of Native non-commissioned officers are entitled to the same class of accommodation as are the men themselves.
9	Wives* of European warrant and non-commissioned officers and men and of Native commissioned officers, hospital assistants, and non-commissioned officers, also of European artisans and others, not subject to the Army Act or Indian Articles of War, entitled to 2nd class accommodation at full tariff rates.					
10	Children* of above, over 12 years of age, not being subject to the Army Act or Indian Articles of War, entitled to 2nd class accommodation at full tariff rates.					
	Children* of above, between 3 and 12 years of age, not being subject to the Army Act or Indian Articles of War, entitled to 2nd class accommodation at half of the full tariff fares.					

	Children of above, under 3 years of age, entitled to 2nd class accommodation.	Free . .	Free . .	Free . .	Free . .	Space allowed as for half an adult, but no free allowance of baggage.
11	Wives of Native soldiers not non-commissioned officers and of Native medical pupils, entitled to 3rd class accommodation.	Ordinary 3rd class fares. (a)	Ordinary 3rd class fares.	Ordinary 3rd class fares. (a)	Ordinary 3rd class fares.	The same free allowance of baggage as the public.
12	Children of ditto over 12 years.					
	Children of ditto between 3 and 12 years (half fares).					
	Children of ditto under 3 years.	Free . .	Free . .	Free . .	Free . .	Space allowed as for half an adult, but no free allowance of baggage.
13	Public followers entitled to 3rd class accommodation.	Lowest fares. (a)	Lowest fares.	Lowest fares. (a)	Lowest fares.	Free allowance of baggage at 20 seers each.
	Private followers entitled to 3rd class accommodation.					
14	Wives of public followers entitled to 3rd class accommodation.	Ordinary 3rd class fares. (a)	Ordinary 3rd class fares.	Ordinary 3rd class fares. (a)	Ordinary 3rd class fares.	The same free allowance of baggage as the public.
15	Children of public followers over 12 years of age.					
	Children of public followers between 3 and 12 years of age (half fares).					
	Children of public followers under 3 years of age.	Free . .	Free . .	Free . .	Free . .	
16	European servants travelling in place of native servants (b).	Ordinary 2nd class fares(c).	Ordinary 2nd class fares(c)	Ordinary 2nd class fares(c).	Ordinary 2nd class fares(c).	The same free allowance of baggage as the public.

(b) Not applicable to soldier servants, except as provided for in paragraph 217 II, note (c) Army Regulations, India, Volume X, *vide* paragraph 217 II, note (d) of the same Regulations.

(c) Provided the aggregate expense of their conveyance does not exceed what would be incurred if the full number of servants allowed by paragraph 217, Army Regulations, India, Volume X, were provided with 3rd class passages, when accompanying the officer.

See *N. B.* on page 351.

Revised schedule of rates chargeable to the Military Department for the conveyance by railway of troops and their baggage, etc., under military warrant forms and credit notes—contd.

No.	Service.	Standard Gauge.		Metre Gauge.		Remarks.
		By ordinary train.	By troop extra train.	By ordinary train.	By troop extra train.	
1	2	3	4	5	6	7
17	European, Eurasian, and Native female servants in attendance on the wives and children of military passengers travelling under Government warrant, also male servants in attendance on invalid military passengers producing a medical certificate that attendance on the journey is necessary.	To travel in the same compartment at the next lower fare.	To travel in the same compartment at the next lower fare.	To travel in the same compartment at the next lower fare.	To travel in the same compartment at the next lower fare.	One servant only is allowed to each party at the reduced fare and only on the railways noted against the foot-note (*d*).
18	Invalid hospital and ambulance carriages running:—					
	With load	8 annas per vehicle per mile.	8 annas per vehicle per mile.	4 annas per vehicle per mile.	4 annas per vehicle per mile.	These rates do not apply to the Dhrn-Sadiya and Darjeeling-Himalayan railways.
	To obtain load	2 annas per vehicle per mile.	2 annas per vehicle per mile.	2 annas per vehicle per mile.	2 annas per vehicle per mile.	
	Empty	No charge .	No charge .	No charge .	No charge	

19	Personal baggage in excess of free allowance chargeable to Government.	At the ordinary tariff rates on actual weight carried, less free allowance.	At 0·8 pie per maund per mile on actual weight carried, less free allowance, subject to the proviso that the charge shall in no case be for less than half the aggregate carrying capacity of the wagons actually used, less the free allowance to which the number of troops travelling are entitled.	At the ordinary tariff rates on actual weight carried, less free allowance.	At 0·8 pie per maund per mile on actual weight carried, less free allowance, subject to the proviso that the charge shall in no case be for less than half the aggregate carrying capacity of the wagons actually used, less the free allowance to which the number of troops travelling are entitled.	* Stores and equipment accompanying troops by troop extra trains should be treated as baggage, and charged for at 0·8 pie per maund per mile, and not at the goods rate for military stores. Stores include fodder taken with animals by troop extra trains.
20	Government baggage accompanying passengers chargeable to Government.					
21	Baggage in excess of Government allowance payable by the owner in cash on the spot.					
	Stores* and equipment accompanying troops.					

(d) East Indian.
Oudh and Rohilkhand.
North-Western.
Burma.
Eastern Bengal.
East Coast.
South Indian.

Deoghur.
Jodhpore.
Dibru-Sadiya.
Bengal and North-Western, including Tirhoot State Railway.
Indian Midland.
Bengal-Nagpur.
Southern Mahratta.

Nizam's Guaranteed State.
Rohilkhand-Kumaon (half first class if in first class carriage).
Great Indian Peninsula.
Bombay, Baroda and Central India.
Bhavnagar-Gondal-Junagadh-Porbandar.
His Highness the Nizam's Guaranteed State.

On the Madras Railway European, Eurasian and Native female servants in attendance on their mistresses, wives of officers travelling on Government warrant, or young children with or without parents, and servants in attendance on invalids, are carried in the same compartment of a 1st class carriage on payment of 2nd class fare and in the same compartment of a 2nd class carriage on payment of half of the 2nd class fare. One servant only is allowed to travel with each party at reduced fare. This concession is not allowed to servants in charge of children under three years of age travelling free.

NOTE.—See *N. B.* on page 351.

Revised schedule of rates chargeable to the Military Department for the conveyance by railway of troops and their baggage, etc., under military warrant forms and credit notes—contd.

No.	Service.	Standard Gauge.		Metre Gauge.		Remarks.
		By ordinary train.	By troop extra train.	By ordinary train.	By troop extra train.	
1	2	3	4	5	6	7
22	Soldiers' dogs entered on warrants, whether carried by ordinary or by troop extra trains, will be charged both in local and through booking at the following rates:—					
	For any distance not exceeding 100 miles, each dog.	2 annas	2 annas	2 annas	2 annas	Soldiers travelling by ordinary trains in a carriage or compartment not reserved for troops must put their dogs in the brake-van, unless, with the permission of the railway authorities, they are taken into the carriage with the owners, in which case double these rates are chargeable.
	For any distance above 100 and not exceeding 200 miles, each dog.	4 „	4 „	4 „	4 „	
	For any distance above 200 and not exceeding 400 miles, each dog.	8 „	8 „	8 „	8 „	These rates do not apply to officers' dogs, or to dogs belonging to persons subject to the Army Act or Indian Articles of War, for which the ordinary tariff rates are chargeable.
	For any distance above 400 and not exceeding 800 miles, each dog.	12 „	12 „	12 „	12 „	
	For any distance above 800 and not exceeding 1,200 miles, each dog.	Re. 1	Re. 1	Re. 1	Re. 1	
	For every 200 miles or portion thereof over 1,200 miles.	2 annas	2 annas	2 annas	2 annas	The charge should in all cases be prepaid in cash by the owner.

23	Soldiers' birds and animals other than dogs which are provided for under item 22.	At the rates and under the conditions applicable to public traffic, all animals conveyed on the same warrant being treated as belonging to one owner.	At the rates and under the conditions applicable to public traffic, all animals conveyed on the same warrant being treated as belonging to one owner.	At the rates and under the conditions applicable to public traffic, all animals conveyed on the same warrant being treated as belonging to one owner.	At the rates and under the conditions applicable to public traffic, all animals conveyed on the same warrant being treated as belonging to one owner.	
24	Horses or other animals carried in horse-boxes with an attendant free on each animal, whether owned and paid for by Government or by military passenger.					
25	Horses, ponies, mules, and cattle in cattle trucks or covered wagons at Government expense, with an attendant free with each consignment or truck load.					
26	Camels in trucks	...	...	...	...	By special arrangement.
27	Insane officers with escort in 1st class compartments.	The number of fares at 2nd class rates at which the compartment can be reserved by the public.	The number of fares at 2nd class rates at which the compartment can be reserved by the public.	The number of fares at 2nd class rates at which the compartment can be reserved by the public.	The number of fares at 2nd class rates at which the compartment can be reserved by the public.	If more persons than fares charged for travel in a compartment, they must be paid for in addition.

NOTE.—See N. F. on page 351.

Revised schedule of rates chargeable to the Military Department for the conveyance by railway of troops and their baggage, etc., under military warrant forms and credit notes.—contd.

No.	Service.	Standard Gauge.		Metre Gauge.		Remarks.
		By ordinary train.	By troop extra train.	By ordinary train.	By troop extra train.	
1	2	3	4	5	6	7
28	Military prisoners and insanes with escort in 2nd class or 3rd class compartments.	For a 2nd class compartment, eight 3rd class fares; for a 3rd class compartment the charges should be regulated by its military carrying capacity. (*a*)	For a 2nd class compartment the same number of fares at contract rates for which the public can reserve the same accommodation; for a 3rd class compartment the charges should be regulated by its military carrying capacity. ...	For a 2nd class compartment, six 3rd class fares; for a 3rd class compartment the charges should be regulated by its military carrying capacity. (*a*)	For a 2nd class compartment the same number of fares at contract rates for which the public can reserve, the same accommodation; for a 3rd class compartment the charges should be regulated by its military carrying capacity. ...	The rates given are applicable to State railways of the standard and metre gauges, including the railways noted against the foot-note (*e*).
29	Return tickets for officers and others subject to the Army Act or Indian Articles of War when travelling on duty.	*Vide* foot-note (*f*).		*Vide* foot-note (*f*).		

30	Vehicles short of the minimum number on troop extra trains.	...	At 3 annas* per vehicle per mile.	...	At 3 annas* per vehicle per mile.

* On the Tirhoot, Burma, Eastern Bengal State Railway system, East Coast, Bengal Central, North-Western, Rajputana-Malwa, East Indian and Oudh and Rohilkhand railways.

(*e*) East Indian railway.
Southern Mahratta railway
Lucknow-Bareilly Section of the Rohilkhand and Kumaon railway.
Bengal and North-Western railway, including Tirhoot State railway.
Rajputana-Malwa railway.
Assam Bengal railway.
Indian Midland railway.
Bengal Central railway.
Bengal-Nagpur railway.
Mysore State railway.
South Indian railway.
Bombay, Baroda and Central India railway.

(*f*) East Indian, Tarakeshwar, Bengal-Nagpur, Indian Midland, Bengal and North-Western (including Tirhoot, Great Indian Peninsula, Bombay, Baroda and Central India (including Rajputana-Malwa, North-Western, Oudh and Rohilkhand, East Coast, Lucknow-Bareilly section of the Rohilkhand and Kumaon railway.

Two single fares at *contract* rates under the same conditions as regards periods, etc., that apply to the general public.

Rohilkhand and Kumaon railway (Company's section) . . . . . .

Ordinary return tickets in local booking at 1½ fares at *public tariff rates*, six-monthly return tickets in both local and through booking between certain stations only at two single fares at *public tariff rates*. Contract rates do not apply.

Eastern Bengal State railway and Bengal Central railway . . . . . .

At the same rates and under the same rate conditions as are applicable to the public at contract rates. In lieu of the monthly tickets prescribed in Public Works Department Code, Volume IV, Chapter I, paragraph 68, six-monthly return fares are charged, as monthly tickets are not issued.

Jodhpore and Deoghur railways . . . . . .

Two single fares at *ordinary tariff rates* under the same conditions as apply to the public. Contract rates do not apply.

Bhavnagar-Gondal-Junagadh-Porbandar railway . . . . . .

In local booking ordinary return tickets and in through booking six-monthly return tickets, at 1½ fares at the *public tariff rates*. Contract rates are not applicable.

Darjeeling-Himalayan railway . . . . . .

Does not issue to Military Officers, but soldiers' tickets are issued at two single fares under the same conditions as regards periods, etc., as are applicable to the public.

Nizam's, Southern Mahratta, Bengal-Dooars, Madras, South Indian, Burma and Morvi railways.

Contract rates do not apply.
Not issued.

Return tickets to passengers travelling under military rules who are not subject to the Army Act or Indian Articles of War, are to be paid for at rates charged to the public.

M. D. No. 1723C., dated 14th September 1894.

Revised schedule of rates chargeable to the Military Department for the conveyance by railway of troops and their baggage, etc., under military warrant forms and credit notes—contd.

No.	Service.	Standard Gauge.		Metre Gauge.		Remarks.
		By ordinary train.	By troop extra train.	By ordinary train.	By troop extra train.	
1	2	3	4	5	6	7
			At 4 annas‡ per vehicle per mile.	...	At 4 annas † per vehicle per mile.	† On the Great Indian Peninsula, including Wardha Coal State railway, Bombay, Baroda and Central India, Southern Mahratta, Bhavnagar-Gondal-Junagadh-Porbandar, Nizam's Guaranteed State, Madras, Bengal-Nagpur, and South Indian railways.
31	Elephants	...	...	...	...	By special arrangement.
32	Commissariat stores defined as under:—	By goods train ½ pie per maund *per mile, subject* in the case of bulky articles to the same minimum weight for charge and other conditions that apply to the general public.	...	½ pie per maund per *mile*, subject *in the case* of bulky articles to the same minimum weight for charge and other conditions that apply to the general public.	...	*Exceptions.*—Stores and equipments accompanying troops conveyed by troop extra trains should be treated as baggage and charged for as such at the rate of 0·8 pie per maund per mile, *vide* item 21.
	All Government property of whatever nature, the rate for the conveyance of which is not specially provided for, consigned by the commissariat, clothing (including Army boots Consigned by the Inspector, Army Boot Factory, Cawnpore), Medical and Remount departments, unless they are unmistakably ordnance stores, in which case they will be charged for as such irrespective of the department that consigns them;					Freight on stores despatched by any of the departments or officers mentioned against items 32 and 33 for the use of civil departments or institutions is chargeable at the ordinary tariff rates applicable to the general public. Army boot despatched by the Inspector, Army Boot Factory, Cawnpore, are charged over the East Indian railway at the rate

	if common to both the commissariat and ordnance departments, they are to be treated as commissariat or ordnance stores according to the department which is the consignor.					
33	Ordnance stores defined as under:— All Government property of whatever nature, the rate for the conveyance of which is not specially provided for, consigned by the ordnance department and the Superintendent of the Harness and Saddle Factory at Cawnpore, unless they are unmistakably commissariat stores, in which case they should be charged for as such irrespective of the department that consigns them; if common to both ordnance and commissariat departments, they are to be treated as ordnance or commissariat stores according to the department which is the consignor.	By goods train ½pie per maund per mile, subject in the case of bulky articles to the same minimum weight for charge and other conditions that apply to the general public. For explosives or dangerous articles the minimum weight for charge is 20 maunds.	...	½ pie per maund per mile, subject in the case of bulky articles to the same minimum weight for charge and other conditions that apply to the general public. For explosives or dangerous articles the minimum weight for charge is 20 maunds.	...	applicable to commissariat stores, except when despatched to stations beyond Itarsi on the Great Indian Peninsula railway and connected lines, in which case freight thereon is chargeable at the through 3rd class rate, which is practically ½ pie per maund per mile, the local 2nd class rate. On the Bombay, Baroda and Central India and Rajputana-Malwa railways, respectively, the 2nd class rates of 0·60 and 0·525 pie for commissariat stores and the 4th class rates of 1 pie and 0·85 pie for ordnance stores, apply. On the Burma railways the following rates apply for ordnance stores between Rangoon or Latter Street and Mandalay stations and *vice versâ*:— Ordinary ordnance ½ pie, per maund per mile. Combustibles. {Gunpowder Rs. 45 per ton. Cartridges „ 30 „ In the case of commissariat stores despatched to Base depôts in separate wagons in accordance with the Field Service Department Code, Commissariat-Transport, the minimum of 81 maunds per wagon will apply in order to avoid transhipment at junctions. With these exceptions the schedule rates of ½ pie and ¼ pie

***Revised schedule of rates chargeable to the Military Department for the conveyance by railway of troops and their baggage, etc., under military warrant forms and credit notes*—concld.**

No.	Service.	Standard Gauge.		Metre Gauge.		Remarks.
		By ordinary train.	By troop extra train.	By ordinary train.	By troop extra train.	
1	2	3	4	5	6	7
						per maund per mile for commissariat and ordnance stores, respectively, apply to— All state railways worked directly by government. East Indian railway. Southern Mahratta, including the Mysore section. Lucknow-Bareilly section of the Rohilkhund and Kumaon railway. Bengal and North-Western, including Tirhoot railway. Indian Midland railway. Bengal-Nagpur railway. Bengal Central railway. South Indian railway. Assam-Bengal railway. Burma railway.
34	Vehicles ordered by the military authorities for troop extra trains, but not used.	...	2 annas per mile per vehicle to any station where they are ordered.	...	2 annas per mile per vehicle to any station where they are ordered.	
35	Vehicles run on foreign lines in case of urgent movement of troops.	...	7 pies per vehicle per mile or such other rate as may, from time to time,	...	5 pies per vehicle per mile or such other rate as may, from time to time,	

			be fixed by railway conferences.		be fixed by railway conferences.	
36	Lying-down accommodation for invalids subject to the Army Act or Indian Articles of War :—					
	1st class	In first and second class carriages the number of fares payable for each invalid at contract rates will be the number of seats on a bench allotted to the public, subject to the maximum charge of the number of fares for which the public can reserve the compartment. On troop extra trains the minimum of half a carriage will apply.				Tariff rates and conditions apply to those not subject to the Army Act or Indian Articles of War on all railways and to troops on the Rohilkund and Kumaon railway, Company's section, and the Darjeeling-Himalayan railway.
	2nd class					
	3rd class	In third class carriages the payment for each invalid will be the number of seats fixed for soldiers on a bench.				Lying-down accommodation is not provided on the Dibru-Sadiya railway.
37	Trucks with guns, gun carriages, ambulance and ordnance carts and wagons, etc.	At the contract rate, either as commissariat or ordnance stores, subject to a minimum of three annas per vehicle per mile, except on the Great Indian Peninsula, Bombay, Baroda and Central India and Nizam's railways, where the charge is four annas, and on the Morvi railway six annas, per truck, irrespective of weight.				When carried by goods train, gun carriages, ambulance and ordnance carts and wagons, whether with their wheels on or otherwise, are charged for at the contract rates, subject to the minimum charge of three annas per mile per wagon used, except in the case of ordnance carts on wheels bearing guns, freight on which is charged on actual weight. Guns not on carriages will be charged at the rate of $\frac{3}{8}$th pie per maund per mile, subject to the same minimum weight for charge as is applicable to bulky goods carried for the general public.
38	Ammunition wagons . . .	Re. 1 per vehicle per mile.	Re. 1 per vehicle per mile.	8 annas per vehicle per mile.	8 annas per vehicle per mile.	Ammunition wagons (empty) carried by goods train are chargeable at the rate applicable to carts.

Appendix XII.

[REFERRED TO IN PARAGRAPH 684.]

COMPENSATION FOR CROPS.

Statement of sums disbursed from the———— to the———— ———— of————18—, on account of compensation for injury done to crops by the camp of the force under the command of——— en route *from———— to ————.*

(PLACE AND DATE.)

Zilla.	Pargana.	Mauzah.	Names of cultivators.	Quantity of land injured.	Description of crops.	Amount of compensation.	When paid.	REMARKS.

(Signature of the commanding officer.)

(Signature of the staff officer, or of the regimental quartermaster, as the case may be.)

Appendix XIII.

[REFERRED TO IN PARAGRAPH 684.]

Rules for the awarding of compensation for damage done by camps of exercise in the North-Western Provinces and Oudh, and Central Provinces.

Before the arrival of the troops at the place fixed for the camp, the collector shall order the tahsildar of the pergunnah in which the camp is situated to prepare two registers in the form shown below :—

Column 1. Name of village.
" 2. Name of field in settlement of khusrah.
" 3. Name of cultivator.
" 4. Area of field in acres.
" 5. Soil, and whether irrigated or unirrigated.
" 6. Name of crop.
" 7. Estimated produce.
" 8. Estimated value.
" 9. Proportion injured.
" 10. Cash compensation.

2nd.—In one of these registers the land actually taken up for the camp shall be entered, and the first 6 columns filled up before the troops arrive. In the other the fields which may be injured by the movements of the troops shall be entered from day to day.

3rd.—The registers shall be kept by the tahsildar, who, with the canungo, will be held responsible for the supervision of the patwaris' returns and the entry in the register of every field reported by them.

4th.—The patwaris of surrounding villages should be warned that they must furnish a daily report for each village in which any field has been injured by the troops, showing the particulars required in the first six columns of the register. These columns will then be filled up with the data given in the reports, care being taken that every field in which any damage, however slight, has occurred should be reported and registered.

5th.—An extract from each register shall, weekly, be furnished to the commanding officer.

6th.—The owner or cultivator of any field which has been injured may require the patwari to report the field for entry in the register, and on refusal of the patwari to do so, or on his making a false report, complaint may be made to the canungo or to the tahsildar, who will be responsible for full enquiry into the case, and for bringing the patwari to punishment, if the truth of the complaint be established.

7th.—Towards the end of February or at the period when the crops are beginning to ripen, the collector will personally, or through his subordinates, enter upon the task of estimating the produce of each field, the value of the crops, and the proportion injured. As far as possible, these estimates should be framed under

the immediate supervision of the collector, and in all cases they must be carefully checked by him at the time of awarding compensation.

8th.—The work of framing these estimates will ordinarily be done by the regular establishment of the district, but where the operations of the troops have been extended, and the area damaged is very large, collectors are authorised to apply to Government for an additional deputy collector, or for leave to entertain a special staff. The cost of any additional establishment thus employed shall be debited to the military department in the manner described hereafter.

9th.—In making out the estimates, the first step will be to strike out the names of those fields which have manifestly suffered no injury. Then, with the assistance of a panchayet composed of zemindars of the neighbourhood, a kunkoot or appraisement of the estimated produce, estimated value, and proportion injured, will be made and duly entered in columns 7, 8, and 9 of the registers.

10th.—The collector will himself visit each village as soon as the estimates for the village are completed, and will award compensation according to the entries in columns 7, 8, and 9 of the register. If the estimate is objected to by any person concerned, the collector will have power to enquire into it and alter it if he thinks necessary; otherwise the award of the panchayet may be accepted. He will at the same time receive and pass orders on any petition that may be presented by persons claiming compensation. Where such petitions relate to crops for which an estimate has been made, the substance of each petition and the orders passed on it shall be briefly recorded in column headed "*Remarks* of the Tabular Statement to be furnished to Government, as described below."

11th.—Payment of compensation shall be made immediately upon the collector's award. The money will be drawn from the district treasury and will be debited to the military department. At the time of payment, a receipt and agreement (quobzool, wusool and razeenamah) will be taken from each person to whom compensation is paid.

12th.—When the payment of compensation has been completed, the collector shall submit, through the commissioner, to the general officer commanding the district, a tabulated statement with the following headings :—

(1) Name of pargana,
(2) Name of village,
(3) Name of person to whom compensation has been paid,
(4) Number of fields,
(5) Area of fields,
(6) Crops,
(7) Amount of compensation paid,
(8) Remarks,

with a request that the sums thus expended be placed by him to the credit of the district treasury.

13th.—If it has been found necessary to entertain any special staff as described in rule 8, an account of the sum paid to each member of such staff shall accompany the statement with a similar request.

14th.—In the case of large and special camps of exercise, for which no separate allotment has been made and placed at the disposal of the general officer commanding the district, the same procedure will be followed in enquiring into and computing compensation for damage. But in such cases the statements referred to in rules 12 and 13 will be submitted through the commissioner to government

for sanction and for transmission to the military department, with a request that the sums expended may be placed to the credit of the district treasury.

Rules for determining compensation for damage to crops by camps of exercise and manœuvres of troops in the Punjab.

I. On the arrival of troops within the limits of a district, and thenceforward during the period they remain in the district, the deputy commissioner shall cause a daily record to be kept in the annexed form (Form A) of all fields occupied by the camp, or traversed by troops in which there may be at the time a standing crop, or on which seed has been sown or would be sown were the fields not occupied by troops. This record shall show the name of the village; the number of the fields in the settlement records; the name of the cultivator; the area of the field in acres; the description of soil, irrigated or unirrigated; and the name of the standing crop, and these details shall be filled in from day to day. The remaining columns of the form, showing the estimated produce, the proportion injured, and the amount of money compensation, will be filled up subsequently as provided in rule V.

II. The patwari and canungo will be held responsible that no omissions occur in the daily preparation of the detail of fields in which crops have been injured, and also that no fields are entered to which damage has not occurred.

III. The entries in the record (Form A, cols. 1 to 6) shall be made immediately after the troops have occupied or traversed the fields, and shall on the same or two following days be read out to the cultivators of the fields in the presence of a lambardar and attested by the patwari, lambardar and cultivator in each case. If any objection is made to the entry, it shall be considered and orders passed thereon by the tahsildar or other officer supervising the preparation of the record, the objection being placed with the file.

IV. Claims for compensation made subsequent to the attestation of the entries in columns 1 to 6, Form A, prescribed in rule III, shall be decided on their merits; but unless good cause is shown for the claim not having been preferred previous to such attestation, it shall not be entertained.

V. After the attestation mentioned in the preceding rule, an abstract of the statement (Form A) in the form given in Form B shall be signed by the tahsildar and forwarded by the deputy commissioner every week to the military authorities. This abstract shall show for each village the total acreage of fields occupied or traversed, and the description of crops injured. The deputy commissioner shall consider any objections made by the military authorities to the entries in the abstract.

VI. At such time as the crops shall have sufficiently ripened to enable a just estimate to be formed as to the damage caused, the deputy commissioner shall cause the remaining columns of Form A to be filled in on the spot by the tahsildar or other officer appointed by him to estimate the compensation in the presence of the cultivators, of the lambardars, and of the patwari. In column 7 the estimated produce will be the gross outturn which might have been expected to be produced in the field if it had not been occupied or traversed. In column 8 will be given the estimated value of such produce. In column 9 will be given the proportion of the crops injured as a fraction, and this proportion will be calculated, not

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upon the area injured, but with reference to the difference in the value of the ripened crop, and of the crop which would have ripened but for the manœuvre. Column 10 will contain the cash compensation proposed. Where this amount differs from that obtained by an application of the figures of column 9 to those of column 8, a cause should be assigned for such difference.

VII. Objections to the entries made in these columns will be recorded with the proceedings and orders passed thereon by the officer determining the compensation.

VIII. The deputy commissioner or one of his assistants should personally inspect the locality and satisfy himself of the reasonableness of the entries regarding the estimated damage.

IX. In any case, the deputy commissioner shall give the final order fixing the amount of compensation to be awarded. This order shall then be communicated to the persons concerned who shall be called upon to state whether they agree to the amount of the award, and their statement shall be briefly recorded. If the parties agree to the award, the deputy commissioner shall forward a demand statement in the form given in Form C to the military authorities. If the parties do not agree to the award, it shall be competent to them to institute a suit in the court competent to decide such claims under section 15 of the Land Acquisition Act, and the proceedings shall henceforth be in accordance with the rule for such suits which may be in force for the time being.

X. The military authorities will be bound by the award of the deputy commissioner, and will remit the amount immediately on receipt of the demand statement forwarded to them under rule IX. The amount will then be distributed without further delay by the deputy commissioner.

XI. As the compensation determined under rule VIII will cover the whole of the damage done to the crops, no remission or suspension of land revenue or cesses will be necessary, and applications for such remission or suspension will not be entertained by the deputy commissioner.

Form A.

Daily register of damage done to crops during the camp of exercise at _____ *19* .

1	2	3	4	5	6	7	8	9	10	11
NAME OF VILLAGE.	No. of field in village map.	Name of cultivator.	Area of field in A. R. P.	Description of soil, whether irrigated or unirrigated.	Name of crop.	Estimated produce of the field.	Estimated value of crop.	Proportion of crop injured.	Amount of compensation proposed.	REMARKS.

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Form B.

Abstract statement of damage done to crops in the neighbourhood of the camp of exercise at_____ for the week ending_____.

1	2	3	4
NAME OF VILLAGE.	Name of crop.	Area of the several crops injured.	REMARKS.

Form C.

Statement of demand on account of compensation for crops injured by camp of exercise, or transit, or manœuvres of troops.

1	2	3	4
NAME OF VILLAGE.	Area of crop injured.	Amount of compensation fixed by Deputy Commissioner.	REMARKS.

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Memorandum of instructions for the guidance of officers in the settlement of compensation for crops damaged during a camp of exercise in the province of Mysore.

Before the assembly of the camp, the civil authorities will warn the shanbhogs to be as much as possible present in their villages during the operations, and to note what fields are injured by the troops.

2. The amildar of the talook will be on the spot. He will keep a daily record—(1) of the fields which may be occupied by the camps, (2) of those over which troops might pass. Each of these statements will be in the following form :—

Column 1. Name of village.	Column 7. Date of inquiry.
„ 2. Number of the field.	„ 8. Estimated produce.
„ 3. Class (whether 1st, 2nd or 3rd).	„ 9. Estimated value.
„ 4. Extent of the field (area).	„ 10. Proportion injured.
„ 5. Name of cultivator.	„ 11. Compensation awarded.
„ 6. Name of crops injured.	„ 12. Date and signature of the cultivator in token of acknowledgment.

3. The shanbhogs of the village will report to the amildar the damage done to each field not later than three days after the troops have passed over it. The amildar will from time to time test the accuracy of these reports, and fill up the first seven columns of the statements referred to in para. 2 above. He will further forward a copy thereof once a week to the officer commanding.

4. The shanbhog and the amildar will be responsible for any errors of omission or incorrect entry in the above statements, the object being to relieve the cultivators, as far as possible, from any trouble in bringing their loss to notice.

5. When the season is so far advanced that the quality of the harvest can be fairly estimated, the deputy commissioner of the district, accompanied by a military officer detailed for the duty, will go over the fields with the amildar and the shanbhog, and will strike out from the list all fields in which it is evident that no damage has been done to the crops. Then, with the assistance of a *punchayet* composed of the leading inhabitants of villages in the neighbourhood, an appraisement of the "estimated produce," "estimated value," and "proportion injured" will be made for the remaining fields.

6. The deputy commissioner will check the estimates and ask the cultivators concerned whether they are satisfied with the appraisement, or whether they have any objections or complaints to make; such objections or complaint, if any, will be weighed by the deputy commissioner, who shall adjudge the compensation to be awarded.

7. The amount so adjudged shall forthwith be paid, and a razeenamah obtained of all claims for compensation.

8. In no case shall the award be delayed beyond the time at which the crops are harvested.

9. When all claims for compensation have been disposed of, a copy of the statements alluded to in the foregoing paragraph shall be furnished to the general commanding, in view to the amount being recovered from the military department.

10. If the number of troops engaged be large, and the operations extend over a large tract of country, the deputy commissioner may apply for the services of an assistant, one or more amildars, and a special staff. Any extra charges incurred on account of, or in connection with, the persons so employed will form an item in the compensation bill.

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Extract chapter VII, Bombay Regulations, XXII, chapter VII.

"Of the aid which may be furnished by civil authorities to expedite the march of military forces, and of compensation to individuals for damage caused by the troops on such occasion.

"43.—*First.*—When damage is occasioned to individuals by the march or encampment of troops, the commanding officer shall, on application by the sufferer, furnish him with a certificate of the nature, extent, and cause thereof.

"*Second.*—The certificate mentioned in the preceding clause shall, if presented to the collector, or any of his officers holding charge of a district, within ten days from its date, entitle the sufferer to compensation for loss occasioned by such movements or position of the troops as are *bonâ fide* of a military nature.

"*Third.*—On a demand being made by virtue of this section to the collector, he shall enquire into its merits, and, if satisfied that it is just, shall apply to government for permission to pay it; if the collector think the demand is not just, or if government withhold permission to pay it, the complainant may bring the case to decision, according to the process of civil law, by instituting a suit against the collector."

Appendix XIV.

[REFERRED TO IN PARA. 723, CLAUSE *a*.]

Special rules for the supply of carriage to troops marching through—

A.—The Rajputana and Central India Agencies.
B.—The Central Provinces.
C.—The Bengal Provinces.
D.—The North-Western Provinces.
E.—The Punjab.
F.—The Bombay.

A.—THROUGH THE RAJPUTANA AND CENTRAL INDIA AGENCIES.

I.—The district officer or political agent, in communication with the durbar, will arrange for the supply of the carriage, and inform the officer making the demand of the extent to which his requisition can be complied with. He will forward the carriage to the officer making the demand, under the charge of a durbar or tahsil official, with an English letter specifying the said official's duties and the limit of his jurisdiction. The official so deputed must accompany the troops as long as they require carriage from his durbar or district; and any additional carriage required on the march must be procured through him. Payment should be made, and receipts taken from him, in the manner prescribed in para. 740.

II.—A statement, as prescribed in para. 723(*b*), must be furnished by the district officer or political agent, after consultation with the durba to the indenting officer, who may reject such carriage as he does not approve of, paying the full hire from the date the carriage is taken up until the date of rejection.

III.—All communications with the thakurs and headmen of villages should be conducted by commanding officers through the medium of the durbar or tahsil official accompanying the troops.

B.—THROUGH THE CENTRAL PROVINCES.

I.—The district officer shall make arrangements for the supply of carriage with chowdries or contractors, and the latter will make their own arrangements in regard to fees, which, however, shall in no case exceed one anna per rupee, and shall not be claimablef rom the hirer.

II.—The Government will as far as possible, from time to time, acting upon the advice of the district and divisional officers, notify in the Gazette of the Central Provinces the prevailing rates of hire in each district for the different kinds of carriage procurable there. A single rate per bullock per day has been sanctioned for the period of the engagement of the carts, without reference to length of stage or to season, or to halting or returning, all which considerations are to be put aside in settling with the carters.

III.—If it is necessary to collect carriage beforehand, demurrage rates mus be paid until it is actually employed. These rates should be paid for

each day or part of a day that the carriage has been detained. Should a greater quantity of carriage be demanded than is ultimately required, demurrage for the carriage which is not taken up will be charged to the responsible parties; but no demurrage will be allowed if the carriage, when being made over, is declared unserviceable by a committee of officers. In view to curtailing expense for demurrage, civil officers will keep indenting officers fully informed of the probable amount that will be incurred; but no error of estimate of demurrage will affect the liability of troops for the whole demurrage that may become due by them.

V.—District officers will pay to the owners of the carriage, either public or private, such sum not exceeding half the hire of the trip as may be requisite as an advance. Immediately such an advance is made, the civil officer will forward in a covering letter the requisitions for carriage, a statement of the advance, and the receipts of the owners or drivers to the executive commissariat officer of the district, who will at once send to the civil officer a cheque for the full sum advanced on account of both public and private carriage. The commissariat officer of the district will debit all payments made by him to the commissariat officer at destination, who will adjust the accounts, recover overcharges for carriage, correct irregularities in the requisition, etc.

V.—It is to be particularly observed that the civil officer is not authorised to make any final payment or adjustment, but only to make advances, which should be repaid to him by the commissariat department.

C.—THROUGH THE BENGAL PROVINCES.

I.—Wherever possible and convenient, the government desire that chowdries or brokers should be employed to engage carriage, every precaution being taken to guard against oppression on their part. When the services of such men are required continuously, they may be paid a regular salary; otherwise and ordinarily, they should be paid by a commission.

II.—The government will, as far as possible, from time to time acting upon the advice of the district and divisional officers, fix the rates of hire, back hire (which is always allowed at least at half rates), demurrage, etc., to be allowed in each district for the different kinds of carriage procurable there; and a district officer, when making over carriage to the commanding officer, is to be careful to deliver to him in writing a full statement of the rates of hire, back hire, demurrage, and the like, and of the weight to be carried by each cart, boat or beast.

III.—If it is necessary to collect carriage beforehand, demurrage rates must be paid until it is actually employed; but care should be taken, as far as possible, to curtail charges of this kind, and when they are necessary, the indenting officer should be immediately warned to that effect.

IV.—It is to be particularly observed that the civil officer is not authorised to make any final payment or adjustments, but only to make *advances*, which he should recover from the military authorities.

D.—Through the North-Western Provinces.

I.—The chowdries shall make their own arrangements in regard to fees which shall, however, in no case exceed one anna per rupee, and shall not be claimable from the hirer.

II.—A uniform rate of seven annas a day for each bullock employed shall be charged in all divisions except that of Kumaon, to be calculated from the date on which the carriage is engaged by the civil authorities to the date of discharge, both inclusive. There will be no charge for return hire, and full hire will be charged for halts.

III.—The commanding officer of the troops will be responsible that half the hire is paid in advance, and that the balance is made good on arrival at the destination of the troops, or when the carriage is relieved.

IV.—District officers are responsible that tables showing the rates of hire with the proper weight of loads are made known to the commanding officer when the carriage is supplied.

V.—Where necessary, the district officer will advance half hire on engaging carriage, to be recovered from the commanding officer, but beyond making the advances the district officer is not authorised to make any final payment or adjustments.

E.—Through the Punjab.

I.—If possible, not less than 15 days' notice is to be given to the district officer of the quantity and description of carriage required. As in the Peshawar, Rawal Pindi, Multan and Derajat Divisions carts are either not procurable at all, or obtained with difficulty, requisitions for carriage submitted to any district officer in these divisions should invariably specify the number of camels that are required in case carts are not procurable.

II.—Requisitions for carriage should be in duplicate, and in the subjoined form :—

Date.	Name of applicant.	Description of carriage.	Quantity.	From and to what place.	Probable date of arrival at the station at which carriage will be relieved.	Estimated amount of hire due for the journey.	Amount paid in advance.	Remarks.
								Note—Whether payable by the State or by individuals.

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Form of certificate at foot.

I hereby promise to apply to the deputy commissioner of (*mentioning next relieving station*) for exchange carriage, and, in case of dispute, to pay any sum which the deputy commissioner of the relieving district may declare to be due on account of carriage hire. (Sd.) A.B.—.

III.—Unless in case of emergency, such as the breaking down of carriage, death of cattle, etc., carriage or camels are not to be exchanged except at the principal stations along the road. Carriage will be relieved at Delhi, Kurnal, Umballa, Hissar, Jullunder, Ferozepore, Amritsar, Lahore, Jhelum, and Rawal Pindi. Regiments and detachments taking carriage at Jullunder and Ferozepore and proceeding north of Lahore, but which do not go west of the Chenab, may take the carriage obtained at the stations named to their destinations; if proceeding towards Multan, the carriage must be exchanged at Lahore. Regiments and detachments proceeding from Umballa to Ferozepore should have their carriage relieved at Ludhiana. In like manner, for troops going up-country from Umballa to Amritsar, a relief should be effected at Ludhiana, but in this case it will be unnecessary to change the carriage again at Jullunder. For troops going down-country from Amritsar to Umballa, carriage will be relieved at Jullunder, and not at Ludhiana. Unless upon a certificate from the officer of the district where carriage ought to be changed that he cannot furnish a relief, carriage is not, without the written consent of the owners, to be taken beyond such station. The district officer should report to the commissioner each case in which he has declined to furnish a relief, assigning reasons for the same. The commissioner will notice any cases in which the reasons are not satisfactory; for much of the hardship entailed under existing arrangements upon owners of cattle is owing to the rules regarding relief not being attended to.

IV.—Whenever carriage is engaged to any place, half the hire must be paid in advance. The civil officer furnishing the carriage is bound to see that this advance is made before the carriage is made over to the applicant. The commanding officer of a regiment or detachment, or the individual taking carriage, shall be held responsible for the full payment of the carriage being made on its reaching the destination agreed upon, as well as for securing to each owner payment of hire for halts and any demurrage that may be incurred. If under any circumstances a subordinate civil officer furnishes carriage without providing that the advance be paid, he is immediately to report the circumstance to his superior, on pain of being held personally responsible for the amount. The civil officer will report the circumstance direct to the commanding officer of the regiment, and provide that full payment be made to the person engaged.

V.—The authorised loads are as follows :—

	Description of carriage.	Load.		
		Pakka road in plains.	Kacha road.	Hill road.
1	Bullock train carts, 4-wheeled.	30 maunds	30 maunds	24 maunds.
2	Ditto, 2-wheeled	15 ,,	15 ,,	15 ,,
3	4-bullock carts	20 ,,	16 ,,	16 ,,
4	3 ,, ,,	15 ,,	12 ,,	12 ,,
5	2 ,, ,,	10 ,,	8 ,,	8 ,,
6	Camels	5 ,,	5 ,,	4 ,,
7	Bullocks	3 ,,	3 ,,	2½ ,,
8	Mules and ponies	3 ,,	3 ,,	2½ ,,
9	Asses	1½ ,,	1½ ,,	1½ ,,
10	Coolies	30 seers	30 seers	24 seers.

VI.—The system heretofore in force under which halts, back hire, and demurrage have been charged at half the fixed rates is to be abolished and in future all carriage will be paid for at the rates hereinafter specified from the date on which it is engaged by the civil authorities to the date of its discharge, both inclusive. If carriage is taken double marches, double rates must be paid for every such double march. For carriage employed in any part of the Punjab during the rainy season, or between the 1st of June and 1st of October, an additional charge will be made equivalent to 25 per cent. on the hire that would be leviable according to the subjoined rates.

VII.—The following rates of hire will be chargeable in the Punjab :—

(*a*) Bullock Carts.

Ordinary rates.

In all districts west and north of Lahore, except Dera Ghazi Khan, 8 annas per stage per bullock.

In other districts, 7 annas per stage per bullock.

Special rates.

District.	Road.	Rate of hire per stage per bullock.
Rawal Pindi	Murree road and all unmetalled roads.	12 annas.
Hoshiarpur	Hoshiarpur-Kangra road	
Gurdaspur	Pathankot-Dalhousie road	
Dera Ghazi Khan	The district generally, except roads in hill tracts.	
Dera Ismail Khan	All roads in hill tracts	
Peshawar	All unmetalled roads	
Dera Ghazi Khan	All roads in hill tracts	One rupee.
Kohat	Kohat-Bannu road and Kohat-Kushalgarh road	9 annas.

(b) CAMELS.

Ordinary rates.

For three or more camels, 6 annas each per stage; R8 each per mensem.
For two camels, 7 annas each per stage; R9 each per mensem.
For one camel, 8 annas per stage; R 12 per mensem.

Special rates.

District.	Road.	Rate.
Gurdaspur . .	Pathankot-Dalhousie road .	Rupees 4 and annas 4 per camel for the whole distance.
Hazara . .	All plain roads . .	8 annas per camel per stage.
	All hill roads . . .	12 annas per camel per stage.
Dera Ghazi Khan .	Hill tracts . . .	Three or more camels, 12 annas each per stage.
		Two camels, 14 annas each per stage.
		One camel, 1 rupee per stage.
Rawal Pindi . .	Rawal Pindi-Murree road .	Three camels or more, 8 annas each per stage.
	Rawal Pindi-Murree road *viâ* Karur and *within the district.*	
	Road from Murree towards Abbottabad.	Two camels, 9 annas and 6 pies each per stage.
	Road from Murree towards Kohala.	One camel, 11 annas per stage.
	Rawal Pindi to Murree *viâ* Karur.	
Kohat . . .	The district generally .	Three or more camels, 8 annas each per stage; R10 each per mensem.
		Two camels, 9 annas each per stage; R12 each per mensem.
		One camel, 10 annas per stage; R14 per mensem.

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(c) Pack Bullocks.

Special rates.

District.	Road.	Rate per stage.
Dera Ghazi Khan	Hill tracts	8 annas each.
Hazara	Plain roads	4 „ „
	Hill roads	6 „ „
Peshawar	All roads generally	5 „ „
Kohat	Ditto	6 „ „

(d) Other Carriage.

Ordinary rates.

Carriage.	Rate per stage.
Mules and ponies	Six annas each.
Asses	Three or more, 3 annas and 6 pies each. Less than three, 4 annas each.
Ekkas	Twelve annas each on metalled roads. One rupee each on unmetalled and hill roads.
Coolies	Three annas each.
Kahars	Five annas each.

(*e*) OTHER CARRIAGE.

Special rates.

District.	Road.	RATE PER STAGE.			
		Mules, ponies, and asses.	Ekkas.	Coolies.	Bhars.
Kangra	General	Ten annas each	One rupee 2 annas each	Four annas 6 pies each.	
Dera Ghazi Khan	All roads in hill tracts	Mules and ponies, 8 annas each. Asses, 4½ annas each	.....	Four annas each.	Six annas each.
Kohat	All roads generally	Mules and ponies, 8 annas each. Asses, 4 annas each	.....	Ditto	Ditto.
	Kohat-Bannu and Kohat-Kushalgarh road	.....	One rupee each.		
Gurdaspur	Pathankot-Dalhousie road	Mules and ponies, 8 annas each, except the two stages from Duneira to Naini Khad and Naini Khad to Dalhousie, where 10 annas per stage will be charged.	The journey Pathankot to Dhar, 2 rupees 4 annas each. Dhar to Duneira, 1 rupee 2 annas each.	Three annas each.	Five annas each, except between Madhani and Dhar, which is 6 annas each.

Rawal Pindi	Rawal Pindi-Murree road	Mules and ponies, 8 annas each.	One rupee and 4 annas each.	Four annas each.	Seven annas each.	
	Rawal Pindi-Murree road *vid* Kartar and *within the district.*	Asses, 3 annas each in the district generally, 4 annas each on the Rawal Pindi-Murree road.				
	Road from Murree towards Abbottabad.					
	Road from Murree towards Kohala.	Mules and ponies, 8 annas each on hill roads, except on the following:— (*a*) Abbottabad-Murree. (*b*) Murree-Kohala. (*c*) Abbottabad-Thandiani, and all Gully stations where 10 annas a mule or pony will be charged.	One rupee each	Four annas each.	Six annas each.	
Hazara	General	Asses { Plain roads, 3 annas; Hill roads, 4 annas.		Except on the Abbottabad-Murree, Murree-Kohala, Abbottabad-Thandiani and Gullies roads, where the following rates will be charged: Six annas each. Eight annas each.		

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(*f*) Rates of hire of carriage in the Simla District.

Notes.

1. Coolies on private service are not supplied by the Tahsildar, but can be employed through Chaudhris and Rickshaw owners in the bazaar.
2. If more than ten coolies are required, one or two days' notice is necessary.
3. The maximum load for a coolie is 24 seers.
4. When coolies, ekkas, carts, etc, are engaged through Chaudhris, commission at the following rates will be paid by the employer in addition to the hire:—

   Coolies, 6 pies per coolie per stage.
   Ekkas, 9 pies per rupee.
   Bullock carts, 9 pies per rupee.
   Camels, 2 annas per camel for the whole journey from Simla to Kalka or *vice versâ*.
   Mules, Ponies, Asses, } Two annas per head for the whole journey from Simla to Kalka or *vice versâ*.
   Kahars, 6 pies per man per stage.

5. Kalka is reckoned as six stages from Simla by the cart road, and four stages by the old road.
6. Tolls are payable by the employer in all cases.
7. The 25 per cent. extra allowed during the rainy season under Rule VI of Appendix XV. E. is not charged for any class of carriage in the Simla District.
8. When coolies are required to go more than one march out of Simla, half rates are payable to them for the return journey.

Rates of hire.

Bullock Carts.

Simla-Kalka road—12 annas per bullock per stage.

The hire of a two-bullock cart from Simla to Kalka or *vice versa* is Rs. 9-6-9 inclusive of Chaudhri's commission.

Camels.

Simla-Kalka road—12 annas each per stage.

Mules, Ponies and Asses.

For carriage . { 12 annas each per stage, marching. / 6 annas each day, halting.

Coolies.

Four (4) annas each per stage.

The rates between certain places are as follows:—

	Coolie's wages.	Chaudhri's commission.	Total.
From Simla to Siri	0 4 6	0 0 6	0 5 0
,, Haripur	0 7 6	0 1 0	0 8 6
,, Kakarhatti	0 8 6	0 1 0	0 9 6
,, Subathu	0 9 6	0 1 0	0 10 6
,, Kasauli	0 12 0	0 1 6	0 13 6
,, Dagshai (old road) . . .	0 13 0	0 1 6	0 14 6
,, Dagshai (new ,,) . . .	0 13 0	0 1 6	0 14 6
,, Kalka (old road) . . .	1 0 0	0 2 0	1 2 0
,, Kalka (new ,,) . . .	1 8 0	0 3 0	1 11 0
,, Dharmpur	1 0 0	0 2 0	1 2 0
,, Solon	0 11 0	0 1 6	0 12 6
,, Kaithighat	0 6 0	0 0 6	0 6 6

Note.—The fare from each of the above places to Simla is the same as that from Simla to that place.

Kahars.

Five (5) annas each per stage.

Ekkas.

Rates of ekka hire for up and down journeys on the Simla-Kalka cart road are given in the two polymetrical tables below. These rates do not include Chaudhri's fees.

Up Journey—Ekka fares from Kalka to Simla and other places.

| | Kalka. | | |

App. XIV.

Appendix XIV.

Down Journey—Ekka fares from Simla to Kalka and other places.

	Simla.		Kiarighat.		Kandaghat.		Solon.		Dagshai.		Dharmpur.		Subathu.		Kasauli.		Kalka.
	A.	B.	A.	B.	A.	B.	A.	B.	A.	B.	A.	B.	A.	B.	A.	B.	
	R a. p.	R a. p.	R a. p.	R a. p.	R a. p.	R a. p.	R a. p.	R a. p.	R a. p.	R a. p.	R a. p.	R a. p.	R a. p.	R a. p.	R a. p.	R a. p.	
Simla																	
Kiarighat	3 0 0	2 0 0															
Kandaghat	3 0 0	2 0 0	0 12 0	0 8 0													
Solon	4 0 0	3 0 0	1 14 0	1 6 0	1 8 0	1 4 0											
Dagshai	5 12 0	4 0 0	3 0 0	2 8 0	2 8 0	2 4 0	1 8 0	1 0 0									
Dharmpur	5 12 0	4 0 0	4 0 0	3 8 0	3 8 0	3 4 0	2 8 0	2 4 0	1 0 0	0 12 0							
Subathu	6 8 0	5 0 0	5 4 0	4 4 0	5 4 0	4 4 0	4 0 0	3 8 0	2 4 0	1 12 0	1 8 0	1 4 0					
Kasauli	7 0 0	5 0 0	5 0 0	4 0 0	5 0 0	4 0 0	3 12 0	3 4 0	2 0 0	1 8 0	1 4 0	1 0 0	2 8 0	2 0 0			
Kalka	7 8 0	5 8 0	5 12 0	4 8 0	5 12 0	4 8 0	4 4 0	3 12 0	2 12 0	2 4 0	2 0 0	1 8 0	3 8 0	3 12 0	3 14 0		

NOTE.—See foot-notes to up-journey Statement of Fares on page.

VIII.—Monthly rates, where not specified, will be determined by mutual agreement.

IX.—Chowdries' fees are to be paid by the owners of carriage, and not by the employers except in the Simla District, where they are to be paid by the employer, *vide* rule VII (*f*). Ordinarily chowdries will arrange with the owners of carriage as to the scale of fees to be paid but, in the absence of any special engagement, they will be entitled to 6 pies per rupee on the total hire due for carriage from the station at which it is engaged to the station at which it ought to be relieved. In the case of coolies and bearers, the chowdries' fees will be 6 pies per man.

X.—District officers are responsible that extracts from these rules showing the rates of hire and chowdries' fees, with the proper weight of loads and the conditions regarding halting, demurrage, and the like, are made over to the commanding officer at the first station in the Punjab at which the carriage is supplied. The rules and tables of rates should also be hung up in dák bungalows, sarais, tahsils, thanas, and other public places.

XI.—The owners of carriage should be supplied with a copy of the requisition filled up in the English and Urdu characters. If any portion of the hire due is withheld, the presentation of this requisition to a deputy commissioner will enable him at once to enter upon the case and adjudicate any dispute between the owners and employers of cattle. Not unfrequently from carriage breaking down on the line of march, it has to be relieved at other than the fixed relieving stations. The official who supplies fresh carriage, or in whose jurisdiction fresh carriage is obtained, is responsible for adjudicating the claim of hire on account of the relieved carriage. In some cases it will be necessary to recover some portion of the half-hire advanced, and to make it over to the owners of the relieving carriage; in other cases to arrange for the payment of the balance of hire due up to the date of discharge.

XII.—Although these rules have been laid down for carriage supplied to troops, the rate prescribed, and the arrangements regarding written requisitions, relief, payment of half-hire in advance, etc., will be held applicable to all cases in which carriage is supplied by the civil authorities on the requisition of government departments, or of officers and others travelling on the public service.

NOTE (I).—All tolls will be payable by the hirer of carriage in cash, or by free pass, as provided for in paragraphs 1768-71, Army Regulations, Vol. V.

(II).—When carriage is sent for from Rawal Pindi and has to go to Murree empty, returning laden, an extra charge will be levied from the hirers at the following rates, *viz.* :—

Per bullock for the journey	1 rupee.
Per camel in excess of hire	12 annas.
Per mule or pony in excess of hire	8 „
Per ekka in excess of hire	1 rupee.

(*F*) THROUGH THE BOMBAY COMMAND.

Extract chapter VII, Bombay Regulations, XXII.

CHAPTER VII.

"Of the aid which may be furnished by civil authorities to expedite the march of military forces. * * * * *

"40. When military bodies exceeding in number 200 of infantry or 100 of cavalry shall have occasion to march through a British territory and also if the number be smaller, provided they will require aid from the local authority, the commanding officer shall give timely notice to each district magistrate through whose jurisdiction he will pass, specifying the probable time of his arrival, the extent of the corps, and the nature of the aid (if any) which will be required.

"41. *First.*—If it be required, the district magistrate shall direct his establishment to be in readiness to procure guides and such supplies of provisions as the country may furnish, and such conveyance for passing rivers or ghats or any peculiarly difficult places as is professionally provided by the inhabitant for such purposes.

"*Second.*—Provisions and conveyance supplied as above mentioned to individuals shall be paid for by them at the time and at the current rate of the place; the guides and conveyance for public property shall be paid for at the same rate by the collector of the district, according to a certificate which the commanding officer is to grant, denoting the services performed; and the collector is to insert the amount so disbursed at the foot of his treasury account in explanation of his treasury balance, as prescribed for similar cases.

42. *First.*—When emergent occasions require the immediate march of troops and more extensive aid towards it than is allowed by the preceding clause is necessary, the district magistrate may resort to impressment under the following rules, being careful to define the nature of the employment for which the impressment is made and the period it is to continue.

"*Second.*—The district magistrate's authority for acting as in the preceding clause shall be either an order from the governor in council, or a letter from the commanding officer declaring his inability to proceed without the district magistrate's aid and fully explaining the circumstances which rendered the movement of paramount importance to the general inconvenience occasioned by impressment, on receipt of which the district magistrate will act at discretion.

"*Third.*—Remuneration for services or supplies procured by impressment is to be fixed by the district magistrate on a liberal scale, and paid according to the principles of clause second of preceding paragraph; namely, individuals are to pay for that which is personal accommodation, and the collector is to defray the charges incurred for the public service under the above-quoted rules.

"*Fourth.*—Whenever impressment shall take place by virtue of this section, the district magistrate shall within ten days report the fact, with the cause and extent of impressment and the rates of remuneration allowed, to the governor in council.

Appendix XV.

Routes for individuals and small parties proceeding to stations off the line of railway.

Station. From	Station. To	Mode of travelling.	Distance.	Remarks.
		PUNJAB COMMAND.		
(a)			Miles.	
1. Darya Khan or Bhukker (Sind Saugor Railway).	Dera Ismail Khan.	(b) Tonga, ekka, country cart or route march.	12 20	(a) The railway station to which troops should be booked varies, being at times Darya Khan and at other times Bhukker. (b) During the summer months when the bridge of boats is dismantled, the Indus has to be crossed by boat and the journey continued in the ordinary manner.
(c)				
2. Dera Ismail Khan.	Edwardesabad or Bannu.	,, ,,	89	(c) This route is in continuation of route No. 1.
(e)				
3. ,,	Jatta.	Mail cart and route march.	56	.....
(c)				
4. Dera Ismail Khan.	Wana .	Tonga, ekka or route march to Murtaza Post, thence by route march.	118	.....
5. Dera Ghazi Khan.	Khar.	Mail cart and route march.	52	Two days' notice required.
6. ,,	Mangrata .	,, ,,	44 (about)	.....
7. ,,	Rajanpur .	,, ,,	72	Mail cart runs daily.
(d)				
8. Edwardesabad or Bannu.	Miran Shah (Tochi Valley).	Ekka or route march.	40	(d) This route is in continuation of routes Nos. 1 and 2 and Nos. 12 and 17.

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Appendix XV.

Routes for individuals and small parties proceeding to stations off the line of railway—contd.

Station. From	Station. To	Mode of travelling.	Distance.	Remarks.
		PUNJAB COMMAND—*contd.*	Miles.	
9. Ghazi Ghat (Sind Saugor Railway).	Dera Ghazi Khan.	(*b*) Dog cart, ekka, country cart, or route march.	9	.....
10. Hassan Abdal (North-Western Railway).	Abbottabad	Tonga, doolie, ekka, country cart, or route march.	42	.....
11. Kalka (Delhi-Umballa-Kalka Railway).	Stations in Simla hills.	(See paragraphs 158 and 487, also Appendix XVI.)	.....	.....
12. Kushalgarh (North-Western Railway).	Kohat .	(*b*) Tonga, ekka, country cart, or route march.	31	.....
(*e*) 13. Kohat .	Hangu .	Tonga, ekka, country cart, or route march.	117	(*e*) This route is in continuation of route No. 12.
14. Hangu .	Thal .	Ekka, country cart or route march.		
15. Thal . .	Para Chinar.			
16. ,, . .	Camp Sadda	Ekka or route march.	24	In continuation of route No. 14.
(*e*) 17. Kohat .	Edwardesabad.	Tonga, ekka, country cart, or march.	80	.....
18. Nowshera (North-Western Railway).	Mardan .	Tonga, ekka, country cart, or route march.	15	.....
Mardan . .	Jalala .	.....	11	
Jalala . .	Dargai .	.....	13	
Dargai . .	Malakand .	.....	7	
Malakand .	Khar. .	.....	11	
Khar . .	Chakdara .	.....	6	

Appendix XV.

Routes for individuals and small parties proceeding to stations off the line of railway—contd.

Station. From	Station. To	Mode of travelling.	Distance.	Remarks.
		Punjab Command—*contd.*	Miles.	
19. Pubbi (North-Western Railway)	Cherat (*f*)	Tonga, ekka, country cart or route march.	24	(*f*) Corps or parties moving between these places will halt at Jalozai.
20. Pathankote (North-Western Railway). (*m*)	Bakloh	Tonga or ekka to (*n*) Duneira, thence ponies or doolies (*g*).	36	(*g*) Mules and coolies supplied for conveyance of baggage.
21. ,,	Palampore.	Tonga, ekka or route march.	68⅞	*vid* Dharmsala.
22. ,, (*m*)	Dharmsala	Tonga or ekka (*g*)	51½ (to tonga terminus). 55¾ (to Forsythgunj). 57 (to McLodgunj).	.....
23. Dharmsala	Kangra	Tonga, ekka or route march.	10¾	.....
24. Pathankote (North-Western Railway). (*m*)	Dalhousie	1. Tonga to Duneira, (*h*) (*i*) thence doolies for— Officers. Married families of British soldiers. British convalescents especially recommended on medical grounds. Other British troops ordered to travel expeditiously.	28 (to Duneira). 50 (to Dalhousie).	(*h*) The number of tongas, doolies and ekkas which can be run in one day being limited, and the demand often great, ample notice should be given to the agents. Parties should therefore not be despatched to Pathankote (*m*) until a reply has been received from the agents that the onward journey can be duly arranged.
		(*j*) (*h*) (*n*) 11. Ekka to Duneira, thence (*jj*) (i) Ekka (ii) ponies (*k*) or mules (*l*) for British convalescents in fair health.		(*i*) With 6 bearers each for ordinary travellers and 8 for invalids requiring beddings and to travel expeditiously. (*j*) An ekka will carry one soldier and 60 seers of baggage, or two soldiers and 30 seers of baggage, or 120 seers of baggage and no passengers. Parties will be assigned ekkas as above, distributed as most economical. (*jj*) Ekkas are to be used when the road is open to ekka traffic, which it is for the greater part of the year. Mules or ponies should only be used when the road is closed to ekka traffic.

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Appendix XV.

Routes for individuals and small parties proceeding to stations off the line of railway—contd.

Station. From	Station. To	Mode of travelling.	Distance.	Remarks.
		PUNJAB COMMAND—*contd.*	Miles.	
				(*k*) One for each man for riding.
				(*l*) One pony or mule for baggage of two men.
(*m*) 24. Pathankote (North-Western Railway)—*contd.*	Dalhousie—*contd.*	(*j*) (*k*) (*n*) III.—Ekkas to Duneira, thence by route (*l*) march for— Troops in good health.		(*m*) Parties should proceed direct from Pathankote to (*n*) Duneira, halt the night at the soldiers' rest-house and proceed early next day direct to Dalhousie *viâ* the military road. In cases when an intermediate halt is necessary, troops can proceed from Duneira (*n*) to Dalhousie *viâ* the old civil road, halting at Mamul bungalow: not more than four soldiers or two families should travel *viâ* this route in one day, except on emergency, as the accommodation in the dâk bungalow is limited.
				Cash payments for bungalow fees (at the full rate) and for food are necessary and in all cases when such cash payments are required Officers Commanding Corps are responsible for the troops being in possession of the required cash before starting, and for the recovery of authorised expenses on contingent bills.
(*m*) 24. Pathankote (North-Western Railway)—*concld.*	Dalhousie—(*concld.*)	.....	.....	(*n*) There is a soldiers' rest-house at Duneira (the property of Government) situated close to the dâk bungalow. It accommodates 8 men and can be used by all soldiers, whether on duty or leave, free of charge. Food can be procured on cash payment (*m*) from the khansamah of the dâk bungalow.

Appendix XV.

Routes for individuals and small parties proceeding to stations off the line of railway—contd.

Station. From	Station. To	Mode of travelling.	Distance.	Remarks.
		PUNJAB COMMAND—*concld.*	Miles.	
25. Rawal Pindi (North-Western Railway).	Stations in the (*o*) (*p*) Murree Hills, *viz.*	.....	.....	(*o*) Details will be booked to Rawal Pindi only, all arrangements for their onward progress being made by the Station Staff Office, Rawal Pindi.
,, . .	Cliffden .	Bullock train or tonga to Sunny Bank, thence dandies and mules.	39½ (To Sunny Bank).	(*p*) Despatching officers should give at least 48 hours' notice in advance of the arrival of details at Rawal Pindi, in order that arrangement may be made for their onward progress.
,, . .	Willow Bank.	Bullock train or tonga to terminus, thence walk (*q*).	38½	(*q*) Coolies for baggage by indent on the Executive Commissariat Officer, Murree.
,, . .	Gharial .	Bullock train or tonga to Sunny Bank, thence dandies and mules.	39½ (to Sunny Bank).	(*r*) Tongas can go as far as Kuldanna cross-roads, if so arranged.
,, . .	Kuldanna (*r*)			
,, . .	Thobba .			
,, . .	Khyra Gali			
,, . .	Changla Gali.			
,, . .	Ghora Daka.			
,, . .	Kalabagh .			
,, . .	Bara Gali.			
.....	Lower Topa	Bullock train or tonga.	43½	
		BENGAL COMMAND.		
1. Calcutta (East Indian and E. B. State Railways).	Cuttack .	Steamer to Chandbally (*a*), thence steam launch and barge to Cuttack.	.....	(*a*) The steamer to Chandbally takes 12 hours. A launch meets the steamer here, its movements are however dependent on the tides, and the journey from Chandbally to Cuttack takes about two days.
2. Ghoom (Darjeeling-Himalayan Railway).	Darjeeling .	Route march. Dandies or doolies, for— Families of British soldiers and British convalescents unable to march.	1½	

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Appendix XV.

Routes for individuals and small parties proceeding to stations off the line of railway—contd.

Station. From	Station. To	Mode of travelling.	Distance.	Remarks.
		Bengal Command—*contd.*	Miles.	
3. Ghoom (Darjeeling-Himalayan Railway).	Guntok .	Ponies, dandies or doolies, and route march.	61	
4. Harpalpur (Indian Midland Railway).	Nowgong .	I. Tonga or dâk gharry for— (*b*) (*b*) Officers. Families of British soldiers.	18	(*b*) Two tongas and 8 gharries can be run in one day on receipt of 24 hours' notice, or 2 tongas and 3 gharries on short notice. In the rainy season only 5 gharries can be run daily.
		II. Dâk gharry for British, and Bullock Train for Native, convalescents specially recommended on medical grounds. (*c*)		(*c*) Two convalescents per gharry.
		III. Dâk gharry for British troops ordered to travel expeditiously. (*d*)		(*d*) At four men per gharry.
		IV. Dâk gharry for British, and route march for Native convalescents in fair health. (*d*)		.....
		V. Route march for British and Native troops in good health. (*e*) (*e*)		(*e*) Parties of British troops of under 5 men are, however, sent by dâk (*d*) gharry, and bullock-train passage is allowed to Native troops when travelling under the provisions of paragraphs 196, 206 (ii), 207 (iii), and 213 (i) (*a*), *vide* also paragraph 206 (i) (*c*).
5. Kathgodam (Rohilkund and Kumaon Railway).	Almora .	Ponies for— (*f*) . . Officers.	38	(*f*) Ponies to be hired and expenses refunded.

Appendix XV. App. XV.

Routes for individuals and small parties proceeding to stations off the line of railway—contd.

Station. From	Station. To	Mode of travelling.	Distance.	Remarks.
		BENGAL COMMAND—*contd.*	Miles.	
6. Kathgodam (Rohilkund and Kumaon Railway).	(*i*) Ranikhet .	(*f*) I. Ponies for— . . Officers.	49	.....
		(*g*) II. Dandies for— . Families of British soldiers.	...	(*g*) With coolies for baggage.
		(*g*) III. Ponies or dandies for— Convalescents and other British troops ordered to travel expeditiously.		
		(*k*) IV. Ponies or route march for— British troops in good health.	...	(*k*) Parties of 6 men and under get ponies; larger parties go by route march.
		Route march for— Native troops.		(*i*) In the case of families or small parties of troops proceeding to Ranikhet or Naini Tal, despatching officers will send the Officer Commanding at Naini Tal, 3 days' prior to their arrival at Kathgodam, a statement showing the number of men, women and children (giving ages of latter), to enable arrangements to be made for their onward progress.
	(*i*) Naini Tal.	(*j*) I.—Tonga to Naini Tal Brewery, thence ponies (*f*) for— Officers.	20½	(*j*) Tonga warrants can be given on the Rohilkund and Kumaon railway for the journey from Kathgodam to Naini Tal Brewery.
		(*g*) II.—Dandies for— Families of British soldiers.		

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Appendix XV.

Routes for individuals and small parties proceeding to stations off the line of railway—contd.

Station. From	Station. To	Mode of travelling.	Distance.	Remarks.
		Bengal Command—*contd.*	Miles.	
7. Kathgodam (Rohilkund and Kumaon Railway)—*contd.*	(*i*) Naini Tal—*contd.*	(*g*) III.—Ponies or dandies for—		
		Convalescents and other British troops ordered to travel expeditiously.		
		(*h*) IV.—Ponies or route march for—		
		British troops in good health.		
		Route march for—Native troops.		
8. Kotdwara (Oudh and Rohilkhand Railway)	Lansdowne	(*f*) (*k*) Ponies for—	18	(*k*) With coolies for baggage.
		Officers.		Prior notice of the number of ponies and coolies likely to be required should be sent to the Forwarding Agent, Kotdwara.
9. Purulia (Bengal-Nagpur Railway).	Dorunda.	(*l*) I.—*Push Push* for—	75	(*l*) A two-wheeled covered-in cart drawn by coolies. The journey takes 22 hours. A halt can be made at the Tulin Dák Bungalow, 35 miles from Purulia; food being procurable from the khansamah.
		Officers and British troops ordered to travel expeditiously.		
		II.—Bullock cart for—		
		British and Native convalescents specially recommended on medical grounds.		

Appendix XV. App. XV.

Routes for individuals and small parties proceeding to stations off the line of railway—contd.

Station. From	Station. To	Mode of travelling.	Distance	Remarks.
		Bengal Command—*contd.*	Miles.	
9. Purulia (Bengal Nagpur Railway)—*contd.*	Dorunda—*contd.*	(*m*) III.—Route march for—		(*m*) The march takes 6 days.
		Convalescents in fair health and troops in good health.		Native troops travelling under paragraphs 196, 206 (ii), 207 (iii), 213 (*j*)(*a*) are however allowed bullock carts.
				Vide also paragraph 206 (i) (*c*).
10. Piparia (Great Indian Peninsula Railway).	(*n*) Pachmari.	I.—Pony dâk for—	32	(*n*) Arrangements for carriage are to be made with the Deputy Assistant Adjutant General, Nerbudda District, Jubbulpore.
		Officers.		
		II.—Bullock *cart* for—		
		Families of British Troops.		
		III.—Bullock *tonga* for—		
		British convalescents specially recommended on medical grounds and when too ill to travel by bullock cart.		
		IV.—Pony or bullock dâk for—		
		Other British troops ordered to travel expeditiously.		
		V. Bullock cart or	32	(*o*) Only large parties of troops are sent by route march, individual soldiers and small parties are sent by bullock carts, this method being more economical to the State.
		(*o*) route march for		
		British convalescents in fair health and British troops in good health.		

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Appendix XV.

Routes for individuals and small parties proceeding to stations off the line of railway—contd.

Station. From	Station. To	Mode of travelling.	Distance.	Remarks.
		Bengal Command—*contd.*	Miles.	
	(*n*)	(*p*)		(*p*) Bullock carts are allowed for Native troops travelling under the provisions of paragraphs 196, 206 (ii), 206 (iv) (*b*), 207 (iii), and 204 (iii), *vide* also paragraph 206 (i) (*c*).
10. Pipraria (Great Indian Peninsula Railway *contd.*)	Pachmari—*contd.*	Route march for Native troops.		
	(*q*) (*r*)			
11. Saharanpur (North-Western and Oudh and Rohilkhand Railways).	Chakrata .	I. Tonga to Rajpur, thence ponies or doolies *vid* Landour for—	99½	
		Officers.		(*q*) Despatching officers should give at least 48 hours' notice in advance of the arrival at Rajpur of small parties for Chakrata and Landour to the Commandant, Landour, in order that arrangements may be made for their onward progress from Rajpur to destination.
		(*r*) II Bullock train to Rajpur, thence dandies *vid* Landour for—		
		Families of British troops and British convalescents specially recommended on medical grounds.		(*r*) There is an alternative route *vid* Kalsi, but its adoption is not recommended except in cases of emergency, when it *could* be used.
,,	,,	(*s*) III. Bullock train to Rajpur, thence ponies *vid* Landour for British troops ordered to travel expeditiously and British convalescents in fair health.		(*s*) Passages by horse dâk and dandies or ponies are authorised for small parties of troops and individuals travelling to Chakrata *vid* Rajpur and Landour during the *hot* weather. Bullock train passage is allowed to Rajpur for Native troops when travelling under paragraphs 196, 206 (ii), 206 (iv) (*b*), and 207 (iii), *vide* also paragraph 206 (i) (*c*).
		(*s*) IV. Bullock train to Rajpur, thence route march for—		
		British troops in good health.		

Appendix XV. App. XV,

Routes for individuals and small parties proceeding to stations off the line of railway—contd.

Station. From	Station. To	Mode of travelling.	Distance.	Remarks.
		BENGAL COMMAND—*contd.*	Miles.	
12. Saharanpur (North-Western and Oudh and Rohilkhand Railways).	(*g*) Landour	I. Tonga to Rajpur, thence ponies or doolies for— Officers.	57½	
		II. Bullock train to Rajpur, thence dandies for— Families of British soldiers and British convalescents specially recommended on medical grounds.		
,,	,,	III. Bullock train to Rajpur, thence ponies for— British troops travelling expeditiously and British convalescents in fair health.		
		IV. Bullock (*t*) train to Rajpur, thence route march for— British troops in good health.		(*t*) Bullock train passage is allowed to Rajpur for Native troops travelling under paragraphs 196, 206 (ii), 206 (iv) (b), and 207 (iii), *vide* also paragraph 206 (i) (c).
13. ,, . .	Dehra Dun	I. Tonga for— Officers.	43	
		II. Bullock (*u*) train for— Families of British soldiers, British convalescents and British troops.		(*u*) Bullock train passage is allowed for Native troops travelling under the provisions of paragraphs 196, 206 (ii), 206 (iv) (b), and 207 (iii), *vide* also paragraph 206 (i) (c).

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Appendix XV.

Routes for individuals and small parties proceeding to stations off the line of railway—contd.

Station. From	Station. To	Mode of travelling.	Distance.	Remarks.
		BENGAL COMMAND—*concld.*	Miles.	
14. Torsa (Cooch Behar State Railway).	Buxa .	(v) I. Elephants to Santrabari, thence route march for— Officers	31 (to Santrabari) 2 (to Buxa)	(v) Officers should not be despatched until it has been ascertained from the Officer Commanding Buxa that elephants are available to meet them at Torsa.
"	" .	(w) II. Cart to Santrabari, thence route march for— British convalescents and British troops ordered to travel expeditiously.	...	(w) All carts have to be paid for in cash, and in all cases at least [illegible] should be [illegible] Officer Commanding Buxa to enable [illegible] arrange for carts to meet parties arriving at Torsa.
		III. Route march for troops in good health.	...	Native convalescents are allowed carts [illegible] specially recommended [illegible] medical grounds, [illegible] paragraph 20[illegible] [illegible]
				Native troops travelling under paragraphs 1[illegible], 206 (ii), and [illegible] are allowed passage by bullock cart, [illegible] also paragraph 206 [illegible]
TO ASSAM.		ASSAM DISTRICT.		
(f) 1. Stations north of Luckeeserai.	Stations in Assam *other* than Silchar.	(a) Officers. (a) Troops.	...	(a) Proceed *viâ* Sahibganj, Manihari and Parbatta to Jatrapur ([illegible] routes 11, 12, 13, 14 and 15).
(f) 2. Stations on the Bengal and North-Western Railway (*excluding* the Tirhoot Section)	Ditto .	(b) Officers. (c) Troops.	...	(b) Travel *viâ* S[illegible] Manihari and Parbatta to Jatrapur [illegible] routes 11, 12, 13, 14 and 15). (c) Travel *viâ* Sonepore Khanwa Ghât and [illegible]pur to Jatrapur ([illegible] routes 11, 12, 13, 14 and 15).

Appendix XV.

Routes for individuals and small parties proceeding to stations off the line of railway—contd.

STATION. From	STATION. To	Mode of travelling.	Distance.	REMARKS.
To ASSAM—*contd.*		ASSAM DISTRICT—*contd.*	Miles.	
(*f*) 3. Stations on the Tirhoot Sections.	Stations in Assam other than Silchar.	(*d*) Officers. (*d*) Troops.	.....	(*d*) Travel *vid* Khanwa Ghât and Parbatipur to Jatrapur (*f*). (*See* routes 11, 12, 13, 14 and 15). (*e*) Proceed *vid* Naihati Junction, Damukdia Ghât and Parbatipur to Jatrapur (*f*). (*See* routes 11, 12, 13, 14 and 15.)
(*f*) 4. Stations South of Luckeeserai.	Ditto.	(*e*) Officers. (*e*) Troops.	...	(*f*) All travelling by routes 1, 2, 3 and 4 above travel on railway warrant form "C" (I. A. Form R. 520) as far as Jatrapur and from thence onward to destination on I. A. Form R. 511, which should be issued on the Station Master, River Steam Navigation Company, Limited, at Jatrapur.
5. All stations outside the Assam District.	Silchar	(*g*) Officers. (*g*) Troops.	.....	(*g*) Proceed *vid* Naihati Junction to Goalundo (*see* routes 16 and 17) and thence to destination on a separate warrant (I. A. Form R. 511), to be issued on the Station Master at Goalundo.
FROM ASSAM.				
(*m*) 6. Stations in Assam (*excluding* Silchar).	Stations north of Luckeeserai.	(*h*) Officers. (*h*) Troops.	.....	(*h*) Proceed by river steamer to Jatrapur, thence by rail *vid* Parbatipur, Manihari and Sahibganj to destination.
(*m*) Stations in Assam (excluding Silchar).	Stations on the Bengal and North-Western Railway (*excluding* the Tirhoot Section).	(*i*) Officers. (*j*) Troops.	.....	(*i*) Proceed by river steamer to Jatrapur, thence by rail *vid* Parbatipur, Manihari and Sahibganj to destination. (*j*) Proceed by river steamer to Jatrapur, thence by rail *vid* Parbatipur, Khanwa Ghât and Sonepur to destination.

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Appendix XV.

Routes for individuals and small parties proceeding to stations off the line of railway—contd.

STATION.		Mode of travelling.	Distance.	REMARKS.
From	To			
From Assam—*contd.*		ASSAM DISTRICT—*contd.*	Miles.	
(*m*) 8. Stations in Assam (excluding Silchar).	Stations on the Tirhoot Section.	(*k*) Officers. (*k*) Troops.	..	(*k*) Proceed by river steamer to Jatrapur, and thence by rail *vid* Parbatipur and Khanwa Ghât to destination.
(*m*) 9 "	Stations south of Luckeeserai.	(*l*) Officers. (*l*) Troops.	.....	(*l*) Proceed by river steamer to Jatrapur, thence by rail *vid* Parbatipur, Damukdia Ghât and Naihati Junction to destination.
				(*m*) All travelling under 6, 7, 8 and 9 above should be furnished with river steamer warrants to Jatrapur, and thence to destination with Railway Warrant Form "C." (I. A. F. R. 520).
10. Silchar .	All stations outside the Assam District.	(*n*) Officers. (*n*) Troops.	.....	(*n*) Should be furnished with river steamer warrants to Goalundo, and thence onward with Railway Warrant Form "C" *viâ* Naihati Junction to destination.
		IN ASSAM DISTRICT.		
11. Jatrapur (Eastern Bengal State Railway).	Shillong .	River steamer to Gauhati, thence—	180 (by steamer.)	
		I.—Tonga for officers, British convalescents specially recommended on medical grounds, and British troops ordered to travel expeditiously.	63½ (by road.)	
		II.—Bullock cart. for British convalescents (*o*) in fair health.		(*o*) Native convalescents are allowed carts, when specially recommended on medical grounds, *vide* paragraph 206 (iv) (b).

Routes for individuals and small parties proceeding to stations off the line of railway —contd.

Station. From	Station. To	Mode of travelling.	Distance.	Remarks.
		Assam District—*contd.*	Miles.	
11. Jatrapur (Eastern Bengal State Railway)—*contd.*	Shillong —*contd.*	III.—Route (*t*) march for troops in good health.	...	(*p*) Native troops travelling under paragraphs 196, 206 (ii), and 207 (iii) are allowed passage by bullock cart, *vide* also paragraph 206 (*i*) (*c*).
12. „	Dibrugarh.	(*q*) River steamer.	...	(*q*) River Steam and Indian General Steam Navigation Company.
13. „	Sadiya	(*r*) River steamer to Dibrugarh, thence to Talup by train, thence bullock cart or route march.	59 (Dibrugarh to Talup.) 14 (Talup to Sadiya.)	(*r*) No other means of conveyance are available.
14. „	Kohima	River steamer to Nigriting in the dry weather, and Shikari Ghât in the rains, thence—	122 (Shikari Ghât to Kohima.)	
		(*s*) I.—Country cart for officers, families of British soldiers and British convalescents.	...	(*s*) Bullock carts are allowed for Native troops when travelling under paragraph 206 (iv) (b), also for the families referred to in paragraph 211(x).
		(*t*) II.—Route march for troops ordered to travel expeditiously and troops in good health.		(*t*) Baggage being conveyed by country cart, Native troops travelling under paragraphs 196, 206 (ii), and 207 (iii) are allowed bullock carts, *vide* also paragraph 206 (i) (c).
15. „	Manipur	(*u*) River steamer to Shikari Ghât, thence by route march.	209 (by road.)	(*u*) Carts, bullocks and ponies are available. The cart road from Shikari Ghât runs *vid* Kohima.

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Appendix XV.

Routes for individuals and small parties proceeding to stations off the line of railway—contd.

Station. From	Station. To	Mode of travelling.	Distance.	Remarks.
		Assam District—*concld.*	Miles.	
16. Goalundo (Eastern Bengal State Railway).	Manipur .	(*v*) River steamer to Silchar, thence route march.	126 (by road.)	(*v*) Coolies are available. Only a bridle-path exists between Silchar and Manipur.
17. ,, .	Silchar .	(*w*) River steamer.	439	(*w*) Steamer communication exists throughout the year.
		Madras Command.		
1. Avadi (Madras Railway).	Poonamallee.	Government sick cart	5½	
2. Calicut (Madras Railway).	Cannanore	(*a*) Sea or road . .	56½ (by road.)	(*a*) Coasting steamers call at Calicut and Cannanore about every 10 days, and between the months of November and May details between these places may be sent by sea: during the monsoons, *i.e.*, from the 15th May to the end of September, landing at these ports is impossible. The road journey is performed in "transits" or country carts.
3. Haspet (Southern Mahratta Railway).	Ramandroog	Road	8	
4. Kullar (Madras Railway).	Ootacamund	(*c*) Dâk or country cart *viâ* Wellington.	24 to Wellington—32 to Ootacamund.	
5. Katha (Mu Valley Railway).	Bhamo .	River steamer . .	.....	
6. ,, .	Sadon .	(*b*) River steamer to Waingmaw, thence by road.	47 (3 marches by road.)	(*b*) During the rains, however, the route should be by rail to Mogoung and thence by boat to Waingmaw.

Appendix XV. App. XV.

Routes for individuals and small parties proceeding to stations off the line of railway—contd.

Station. From	Station. To	Mode of travelling.	Distance.	Remarks.
		MADRAS COMMAND—*contd.*	Miles.	
7. Kullar (Madras Railway).	Wellington (c)	Dâk or country cart .	24	(c) *See* Appendix XVII.
8. Mysore (Southern Mahratta Railway).	Hunsur .	Dâk	28½	
9. Mettapolliem (Madras Railway).	Ootacamund. (c)	Dâk or country cart *viâ* Wellington.	24 to Wellington—32 to Ootacamund.	
10. Mandalay (Burma Railway).	Bernardmyo	River steamer to Thaybeitkyin, thence by road.	62½ (5 marches by road).	
11. ,, .	Kyaukmyaung.	River steamer . .	.....	
12. ,, .	Maymyo .	Road . . .	42½	
13. ,, .	Myingyan .	River steamer . .	.....	
14. ,, .	Thaybeitkyin.	River steamer . .	.....	
15. Mettapolliem (Madras Railway).	Wellington (c)	Dâk or country cart .	24	
16. Prome (Burma Railway).	Thayetmyo	River steamer .	.....	
17. Shoranur (Madras Railway).	Quilon . (d)	Road to Trichur, thence by back-water.	20 (by road.)	(d) Coasting steamers call at Calicut and Quilon about every 10 days, and between the months of November and May details between these places may be sent by sea: during the monsoons, *i.e.*, from the 15th May to the end of September, landing at these ports is impossible.
18. ,, .	Trevandrum	Do.	20 (by road.)	
19. ,, .	Trichur .	Road . . .	20	

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Appendix XV.

Routes for individuals and small parties proceeding to stations of the line of railway—contd.

Station. From	Station. To	Mode of travelling.	Distance.	Remarks.
		MADRAS COMMAND—*concld.*	Miles.	
20. Thazi Junction (Burma Railway).	Fort Stedman.	Route march . .	(e) 102	(e) Ten stages.
21. ,, .	Kengtung .	Do. . .	(f) 349	(f) 35 stages.
22. ,, .	Hsaikan .	Do. . .	(g) 193	(g) 18 stages.
23. Tirur (Madras Railway).	Malapuram	Road . . .	16	
		BOMBAY COMMAND.		
1. Abu Road (Bombay, Baroda and Central India Railway).	Mount Abu	Cart [*vide* note (*k*)] or pony.	15 (1 march.)	
2. Ahmedabad (Bombay, Baroda and Central India Railway).	Sadra .	Tonga [*vide* note (*m*)] or cart [*vide* note (*k*)].	22½ (2 marches)	
3. Ahmadnagar (Dhond-Manmad State Railway).	Sirur .	Tonga or cart . .	32½ (3 marches.	
4. Ajmere (Bombay, Baroda and Central India Railway).	Taragarh .	Tonga [*vide* note (*m*)] or cart [*vide* note (*k*)] to foot of hills, thence ponies [*vide* note (*l*)], doolies [*vide* note (*o*)] or route march.	3	
5. Chandni (Great Indian Peninsula Railway).	Asirgarh .	Carts [*vide* note (*k*)] ponies and mules [*vide* note (*l*)] to foot of hills, thence by route march or on ponies or mules or chairs [*vide* note (*n*)].	7½	
(f) 6. Hurnai (Sind-Peshin Railway).	Drug .	Mules or camels .	(a) 87½	(a) Vid Loralai, M[illegible] and Khan Mah[illegible] Kot, 13 mrarhes.

Appendix XV. App. XV

Routes for individuals and small parties proceeding to stations off the line of railway—contd.

Station. From	Station. To	Mode of travelling.	Distance.	Remarks.
		BOMBAY COMMAND—*contd.*	Miles.	
11. Hurnai (Sind Pishin Railway). (j)	Fort Sandeman.	Mules and Camels .	(b) 168½	(b) *Vid* Loralai, Marrai Tangi and Murgha, 11 marches.
8. (j) ,, .	Gumbaz .	Do. .	(c) 93¾	(c) *Vid* Loralai and Duki, 7 marches.
9. (j) ,, .	Khan Kot Mahomed.	Do. .	(d) 155	(d) *Vid* Loralai and Mekhtar, 11 marches.
10. (j) ,, .	Loralai .	Do. .	56½ (4 marches.)	
11. (j) ,, .	Manikhwa.	Do. .	(e) 189½	(e) *Vid* Loralai, Murgha and Fort Sandeman, 13 marches.
12. (j) ,, .	Marrai Tangi.	Do. .	(f) 81½	(f) *Vid* Loralai, 6 marches.
13. (j) ,, .	Mir Ali Khel	Do. .	(g) 203	(g) *Vid* Loralai, Murgha and Fort Sandeman, 13 marches.
14. (j) ,, .	Moghul Kot	Do. .	(h) 217½	(h) *Vid* Loralai, Murgha and Fort Sandeman, 14 marches.
15. (j) ,, .	Murgha .	Do. .	(i) 114½	(i) *Vid* Loralai and Marrai Tangi, 8 marches.
16. Kedgaon (Great Indian Peninsula Railway).	Sirur. .	Cart [*vide* note (k)].	27½ (2 marches.)	
17. Manmad (Great Indian Peninsula Railway).	Malegaon .	Tonga [*vide* note (m)] or bullock cart [*vide* note (k)].	23½ (2 marches.)	
18. Nusseerabad (Rajputana-Malwa Railway).	Deoli. .	Tonga [*vide* note (m)]	56	

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Appendix XV.

Routes for individuals and small parties proceeding to stations off the line of railway—contd.

Station. From	Station. To	Mode of travelling.	Distance.	Remarks.
		Bombay Command—*contd.*	Miles.	
19. Poona (Great Indian Peninsula Railway).	Porandhar.	Tonga [*vide* note (*m*)] or cart [*vide* note (*k*)] to foot of hills, thence pony [*vide* note (*l*)], chairs [*vide* note (*n*)] or route march.	26 (2 marches.)	.....
20. ,, .	Sirur. .	Tonga [*vide* note (*m*)] or cart [*vide* note (*k*)].	41 (3 marches.)	.....
(*j*) 21. Yaru Karez (Sind-Peshin Railway).	Peshin .	Mules or camels .	7	(*j*) For detailed instructions regarding the movements of officers, troops, detachments, etc., in the Quetta District, see Appendix A of the Standing Orders for the Quetta District.
				(*k*) Carts are allowed for:— (i) Convalescents (British troops) who are unable to march (paragraph 644.) (ii) Small parties of British Troops under certain conditions (paragraph 146 (i) (a)). (iii) Families of British troops (paragraphs 614 and 615.) *N.B.*—Individuals and small parties of British soldiers are only allowed bullock carts and not horse carriage except under exceptional circumstances (paragraphs 608 and 146 (i) (a)).

Appendix XV. App. XV.

Routes for individuals and small parties proceeding to stations off the line of railway—concld.

Station.		Mode of travelling.	Distance.	Remarks.
From	To			
		Bombay Command—*concld.*	Miles.	Native soldiers are only entitled to bullock carts when travelling under the provisions of paragraphs 196, 206 (ii), (iii), 207 (iii), *vide* also paragraph 206 (i) (c).
				(*l*) Ponies or mules are allowed for :— (i) In the absence of carts for the baggage of British soldiers proceeding to hill stations who themselves proceed by route march (paragraph 613.)
				(ii) Officers when entitled thereto by regulations.
				(*m*) Tongas are allowed for :— Officers entitled thereto under the regulations (paragraph 613).
				(*n*) Chairs are allowed for :— Families of British troops only (paragraph 613.)
				(*o*) Doolies are allowed for :— Sick men or convalescents specially recommended on medical grounds.

Appendix XVI.

[REFERRED TO IN PARAS. 158, 485 (XXVI), 605 (XI), 610 AND 613.]

Instructions for the despatch of regimental warrant and non-commissioned officers and soldiers and their families proceeding to or from hill stations north of Kalka.

I. The Delhi-Umballa-Kalka Railway is to be used for the despatch between Umballa and Kalka of regimental warrant officers, non-commissioned officers and soldiers and their families and the Government bullock train, when available for journeys beyond Kalka, sufficient notice being given to the postal authorities to enable them to comply with the requisition.

II. From the 15th March to 15th November Form F. (I. A. F. R. 513) will be sent to the rest camp sergeant at Kalka, and from the 16th November to 14th March to the commissariat subordinate at that station, so as to reach them at least 54 hours before the arrival of the details referred to therein. One of these subordinates will then arrange for the onward journey of the details and for their return journey in the hills in all cases in which they are returning at once to the plains. In the case of parents, guardians, or others returning in charge of children, the passage of the children will also be arranged for.

III. When the postal authorities are unable to provide a bullock train passage for details proceeding beyond Kalka, the best arrangements possible under the circumstances will be made for their conveyance by tonga or by doolie or jhampan dâk of eight bearers each (see paragraph 613), or by pony dâk, with transport for the quantity of baggage authorised by rail in paragraph 223 of these regulations (less the quantity taken by tonga in the case of parties travelling by this mode of conveyance) on the following scale :—

2½ maunds per hired mule, bullock or pony.
24 seers per coolie.

Tonga dâk is, however, only permissible when the journey exceeds one day's march and when despatch by pony dâk is not considered desirable.

IV. Details proceeding to Kasauli, Subathu, or Dagshai or between those stations which are off the tonga line will be provided with a pony dâk if able to ride, otherwise with a doolie or jhampan dâk of eight bearers each, and carriage for their baggage as in para. III. Details for Jutogh should travel as far as Boileaugunge Bazaar by bullock train or tonga, arrangements being made for their onward journey by pony, doolie, or jhampan dâk, with mules or coolies for baggage as described in para. III, utilising Government carriage so far as possible.

Escorts moving between the above stations will proceed by route march, coolies being provided for conveyance of bedding or kits, if necessary.

V. Parents or guardians proceeding with children to the Lawrence Military Asylum, Sanawar, or the Roman Catholic Orphanage at Simla, will receive passages by bullock train, (or when the postal authorities cannot supply this) tonga, or pony dâk, and, for such portion of the journey as is necessary, doolies, or jhampans, according to the scale quoted in para. III.

From May to September, and December to February, inclusive, return tickets by tonga between Simla and Kalka, at a single fare available for 2½ months from date of issue, are granted by the postal department to school children and their parents or guardians, on a certificate signed by the head of the school.

Appendix XVI. App. XVI.

VI. Officers commanding stations north of Kalka, when despatching details will make the best arrangements possible for their conveyance in the manner described above.

VII. In cases where passage by tonga is granted, an express tonga is not to be provided, except when the seats authorised are not available in the ordinary.* A certificate to this effect will be entered at the foot of the warrant by the postal authorities at the despatching station.

VIII. Details will be furnished by the despatching officer at hill stations or by the rest camp sergeant or commissariat subordinate at Kalka with a voucher stating the number and particulars of the warrants under which they are travelling, to be given to the toll-bar keeper at Dharmpore.

IX. The rest camp sergeant or commissariat subordinate at Kalka is to carefully explain to soldiers and their families proceeding to the hills the nature and probable time of the journey, warning them against any interference whatever in the arrangements for their progress and impressing generally upon them the necessity for the most orderly behaviour on their part.

X. The rest camp sergeant or commissariat subordinate at Kalka will arrange with the proprietors of hotels at that station to provide shelter, when necessary, for soldiers and their families travelling under these rules, the charge for accommodation, which is not to exceed 8 annas per head per diem, being obtained, and paid for in accordance with article 1291, India Army Regulations, Volume I, Part I.

Refreshments, which must be paid for by the soldiers, will also be provided by the proprietors of hotels at the following rates :—

	R a. p.
One plate of cold meat	0 7 0
Half loaf of bread	
Large cup of tea or coffee	
One pint bottle of hill beer	0 6 0

No more than one pint of beer per diem will be allowed for each man or woman while detained at Kalka.

* Whenever practicable, the postal authorities are to be given 24 hours' notice to enable them to arrange for the necessary seats in the ordinary tonga.

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Appendix XVII.

[REFERRED TO IN PARA. 611.]

P. II, 467.

The following rules will be observed in the despatch of details and convalescents to and from between Mettapolliem, Wellington, and Ootacamund in the Madras Command.

Under ordinary circumstances, an officer proceeding with troops between Mettapolliem and Wellington, and *vice versâ*, is allowed the following :—

Between Mettapolium and Wellington . 1 country cart,

or { between Mettapolliem and Kullar . 1 country cart,
{ „ Kullar and Wellington . . 1 pony and 2 coolies.

II.—A medical warrant officer when accompanying troops for whom carts are provided between Mettapolliem and Wellington, and *vice versâ*, is allowed the following :—

Between Mettapolliem and Wellington . 1 country cart,

or { between Mettapolliem and Kullar . 1 country cart,
{ „ Kullar and Wellington . . 1 pony and 2 coolies.

The weight of a coolyload up and down the ghât has been fixed at 35 lbs.

III.—No carriage is allowed to medical warrant officers when accompanying troops who march up or down the ghât.

IV.—Officers and medical warrant officers who proceed on duty *without troops* between Mettapolliem, Wellington, and Ootacamund are allowed conveyance on the following scale, Government being charged for the same at the advertised rates of the company employed :—

Field officers . . . . . 1 special tonga.

Captains, subalterns, and medical warrant officers . . . . . 2 seats in a tonga.

V.—All men considered by the medical authorities to be unable to march up the ghât, and all women and children will be provided with carriage from Mettapolliem to Wellington in the following proportion :—

(*a*) Three men in one cart (or a less number if specially recommended by the medical authorities).

(*b*) One cart for each soldier's family, irrespective of the number of individuals composing it; excepting when wives of soldiers without children travel on the same day without their husbands, in which case only one two-bullock cart for every two such women is allowed.

Children travelling separately from their parents will also be allowed carriage at the rate of one two-bullock cart per two adults, each child above 12 being calculated as an adult, those below 12 as half an adult.

(*c*) When a family is provided with a cart between Mettapolliem and Wellington, and *vice versâ*, the full allowance of baggage (80 lbs.) of the husband should be conveyed in the same cart with the family, the husband himself being also accommodated in it between Kullar and Mettapolliem on the downward journey, provided the family does not consist of more than three children. Should, however, this number be exceeded, 20 lbs. of the husband's baggage should go in the cart with him and his family, the remaining 60 lbs being provided for separately (*vide* para. IX). These men and families will leave Mettapolliem at 4 P.M., taking supper with them, breakfast the following morning being supplied to them at the toll-bar on the ghât.

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VI.—Details and convalescents considered able to march up the ghât will be provided with carts at the rate of three men to a cart from Mettapolliem to Kullar, whence they will march up.

These men will leave Mettapolliem at 1 A.M. At Kullar they will be provided with coffee, and at the toll-bar on the ghât breakfast will be issued.

VII.—In the case of convalescents, dandies (with ten hired bearers each) at the rate of one to every ten * men will be provided for any of the men who may require carriage *en route* between Kullar and Wellington.

* In the case of fractions, half or more to be considered a whole; under half not to be reckoned. On this principle five men should be the lowest number to receive a dandy.

An extra cooly will be attached to each dandy to carry the rifle, etc., of the man in the dandy.

VIII. Carriage as specified in paragraphs V and VI will similarly be provided for the journey from Wellington to Mettapolliem, the time of starting and the provision of rations *en route* being arranged for with the commissariat department under the orders of the general officer commanding southern district.

IX.—Carriage at the expense of Government will be provided between Mettapolliem and Wellington, and *vice versâ*, for the baggage of all men (convalescents and details) moving up or down the ghât at the rate of 80 lbs. per man, but when less than three men travel at one time, the full allowance of baggage (80 lbs. per man) will accompany them in the cart.

X.—Wards and guardians proceeding from the Lawrence Asylum to Mettapolliem, and *vice versâ*, will be provided with carts at the rate of one for three or less adults,† and such baggage as can be conveyed in the cart.

† Two children between 2 and 10 years of age reckoned as one adult.

XI.—Departmental and regimental staff sergeants proceeding on duty from Mettapolliem to Wellington, and *vice versâ*, will be provided with a country cart for their conveyance.

XII.—Requisitions for conveyance should be made as follows :—

(*a*) For tongas or ponies on Messrs. Brown & Co., or any other carrying agency who will comply with requisitions made on them by despatching officers, etc., sending them bills subsequently for payment.

(*b*) For dandies (with bearers) and coolies on the commissariat department.

(*c*) For country carts, despatching officers should intimate to the commissariat agent at Mettapolliem the number of men sick and those able to march (officers, medical subordinates, and families) for whom conveyance is required. He will provide the correct quantity of carriage, both for men and baggage, according to the above rules, and obtain a receipt for the same from the officer in charge, or other person to whom it is made over. This receipt the commissariat agent will send to the despatching officer concerned, who will then prepare and forward an indent duly receipted for the supply.

XIII.—The full complement of ten bearers per dandy is only to be employed for the journey with troops from Kullar to Wellington, or *vice versâ*, four bearers only being allowed for the conveyance of empty dandies returning either way.

App. XVII. Appendix XVII.

XIV.—It is to be distinctly understood that the above rules are applicable only to details and convalescents moving up or down the ghât. When large parties move,—*e. g.*, when detachments on the western coast are relieved, or the regiment at Wellington is relieved,—the ordinary rules regarding transport on baggage, etc., of troops on the march must be held to be in force, and the troops themselves required to march the whole distance between Mettapolliem and Wellington. Under this arrangement the allowance of baggage to be carried by road at the expense of the State would be regulated according to paragraphs and army regulations India, vol. X.

Appendix XVIII.

Nineteenth Article of Agreement.

Art.—That the said master will not take on board the said vessel more than two dogs, nor carry or place on board as cargo any raw hides, molasses, bones, camphor, ethers, collodion, fireworks, gunpowder, lucifer matches, naphtha, essential oils, phosphorus, quicklime, rock oil, spirits, turpentine, spirits of turpentine, arsenic, orpiment, corrosive sublimate, cotton, ghee, butter, fixed oils, pitch, tar, dammar, quicksilver, rags, sulphur, tallow, wax, chlorate of potash, nitre (nitrate of soda) saltpetre, jute or any other article or substance whatever of an inflammable or combustible nature, unrefined sugar or sugar of any other description than the following, *viz.* :—

Sugar, vacuum pan, white,	Sugar, fine white, Benares,
„ „ 2nd quality,	„ good, „
„ „ yellow,	„ fine date, Gurputta,

Sugar, good, Gurputta.

without the previous consent in writing of the Government of India, and that after the survey and inspection hereinbefore mentioned no such article shall in any case be put on board, or form part of the cargo.

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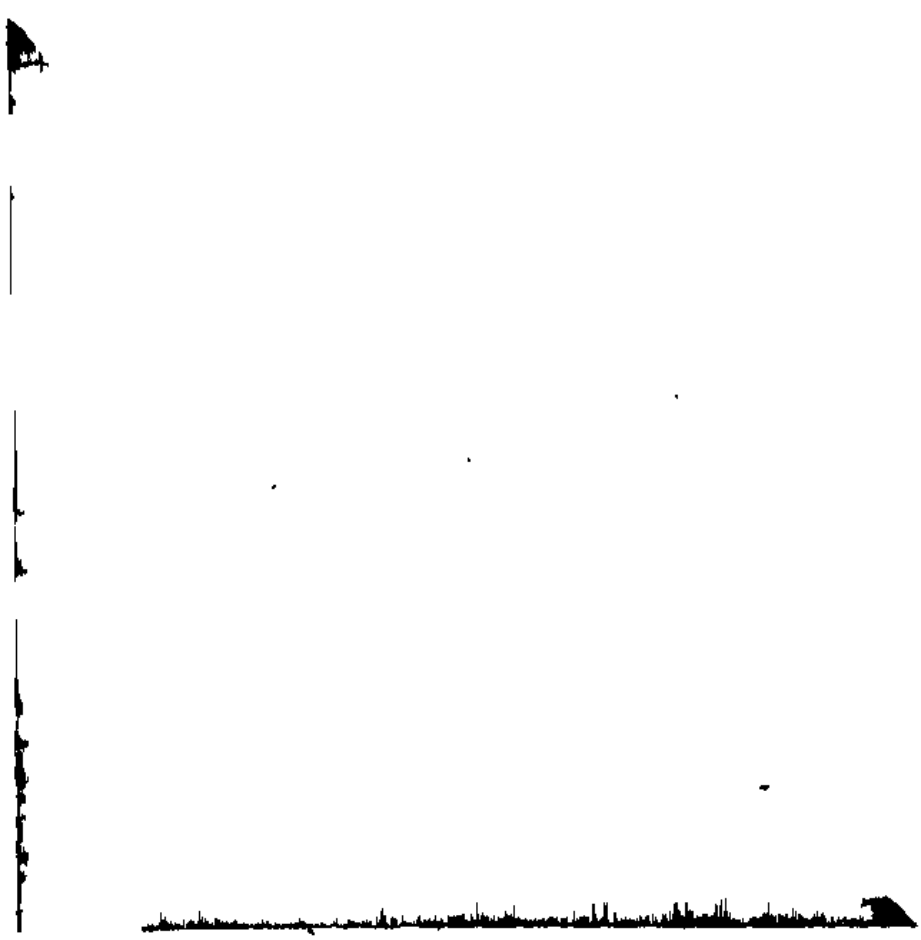

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